

HOUSE OF REPRESENTATIVES.

WEDNESDAY, August 5, 1914.

The House met at 12 o'clock noon.

The Chaplain, Rev. Henry N. Couden, D. D., offered the following prayer:

Let Thy blessing descend copiously upon us, O God our Father, that the finer elements of our being may have their sway and bring us into Thy nearer presence, that we may pursue the duties of the hour with faith and confidence that virtue brings its reward, that truth brightens the way, and every honest endeavor will bring its full fruition; assured that every righteous thought and noble deed lives to exalt mankind, for whatever helps one helps all. So may we live and hope and trust in the overruling of Thy providence for the good of Thy children; in Christ the Lord. Amen.

The Journal of the proceedings of yesterday was read and approved.

RELIEF AND PROTECTION OF AMERICAN CITIZENS IN EUROPE.

Mr. FITZGERALD. Mr. Speaker, by direction of the Committee on Appropriations I report the House joint resolution 314, for the relief, protection, and transportation of American citizens in Europe, and for other purposes, and I ask for its immediate consideration.

The SPEAKER. The Clerk will report the resolution. The Clerk read as follows:

House joint resolution 314 (H. Rept. 1075).

Resolved, etc., That for the relief, protection, and transportation of American citizens, and for personal services, rent, and other expenses which may be incurred in the District of Columbia or elsewhere in connection with or growing out of the existing political disturbance in Europe, there is appropriated, out of any money in the Treasury not otherwise appropriated, the sum of \$2,500,000, to be expended at the discretion of the President: *Provided*, That American citizens to whom relief is extended or transportation is furnished hereunder shall pay to or reimburse the United States all reasonable expenses so incurred, respectively, on their account, if financially able to do so. In the execution of the provisions hereof the President is authorized to employ any officers, employees, and vessels of the United States and use any supplies of the Naval or Military Establishments, and to charter and employ any vessels that may be required.

A detailed statement of all expenditures hereunder, and under the appropriation of \$250,000 made in the joint resolution approved August 3, 1914, and of all amounts reimbursable to the United States of such expenditures shall be made to Congress on or before the beginning of its next regular session.

Mr. FITZGERALD. Mr. Speaker, I ask unanimous consent for the present consideration of the resolution.

Mr. MURDOCK. Before the gentleman comes to a vote on this, I would like to ask him if this includes the purpose of bringing Americans home?

Mr. FITZGERALD. That is one of the chief purposes of the resolution.

Mr. MURDOCK. Aid can be extended to Americans over there without that. Aid can be extended to an American marooned there who can not get home.

Mr. FITZGERALD. It can be. If he is financially able to reimburse the Government he must do so, but if he is unable to meet the expenses the purpose is to bring American citizens to this country at the expense of the Government.

Mr. MURDOCK. And it is the plan to send ships there for that purpose?

Mr. FITZGERALD. Yes; if I can get consent for the present consideration of the resolution I will make a brief statement.

Mr. MOORE. I would like to suggest, if the gentleman thinks it not incompatible with his duty, that it is highly important that some statement should be made for the benefit of those citizens who have relatives on the other side. Many of them are in a state of unrest, because they do not know how to proceed, and perhaps the gentleman by a statement can relieve that situation.

The SPEAKER. Is there objection to the present consideration of the joint resolution? [After a pause.] The Chair hears none.

Mr. FITZGERALD. Mr. Speaker, I ask unanimous consent that the joint resolution be considered in the House as in Committee of the Whole.

The SPEAKER. The gentleman from New York asks unanimous consent that the resolution be considered in the House as in Committee of the Whole. Is there objection?

There was no objection.

Mr. FITZGERALD. Mr. Speaker, when the President sent his previous message to Congress asking an appropriation of \$250,000 to extend relief to and to provide transportation for American citizens in those countries in Europe involved in war,

the amount requested was based upon a mere hazard as to what sum might be required.

Since the earlier message was transmitted to Congress conferences have been held by the Secretary of State, the Secretary of the Treasury, the Secretary of War, the Secretary of the Navy, Mr. Strong, president of the Bankers' Trust Co. in New York City, and Mr. Patterson, the general counsel of the American Express Co., the two last gentlemen representing the banks and other concerns more intimately connected with the issuance of letters of credit to persons traveling abroad, and also with Mr. Miller, who is to be named as a member of the Federal Reserve Board.

As a result of the conference and from the information which has been sought and obtained as rapidly as possible, it is estimated that there are at least 50,000 American citizens now traveling in Europe. A large number of them are persons who have carefully calculated in advance the cost of their trip and the amount of money required to make the itinerary laid out in advance. Letters of credit are no longer being honored. Checks upon American banks are no longer being cashed. Many persons find themselves out of funds and unable to get any. In addition, the declaration of war between a number of the great continental powers has largely increased the cost of foodstuffs, and the cost of living all through Europe has increased at a very rapid rate. A large number of American citizens now find themselves without funds, unable to obtain money and unable to obtain transportation to this country because of the interruption of operations by the steamship companies usually carrying passengers.

As the result of conferences held within the last day or two certain banking houses in the city of New York are arranging to send to Europe at least \$5,000,000 in gold. In addition, it is proposed to send \$2,500,000, to be appropriated here, in order to provide as far as necessary funds for American citizens in foreign countries, and also to provide means for transportation for those persons to the United States.

In addition, to meet such expenses as arise from the fact that nearly all of the Governments now involved in war have requested the United States to assume charge of their embassies in the various capitals of the countries from which their representatives have been given their passports provision has been made in the pending resolution.

There has been a tremendous increase in the volume of work placed upon American representatives in foreign capitals. It will necessitate the employment of additional help and the incurring of expenses that could not have been foreseen nor anticipated.

While \$2,500,000 has been requested, the officials of the Government have no accurate information upon which to form any accurate estimate of how much will be required. It was believed, however, that the appropriation of such a sum would perhaps do more than anything else to carry assurance to American citizens abroad, as well as to relieve the anxiety of their relatives and friends in this country, that the Government would leave nothing undone to protect and to relieve those of our citizens who happen to be in the countries now unhappily afflicted by war. Moreover, Mr. Speaker, I am authorized by the President to say that it is the purpose of the administration—and he believes that in so doing the administration will have the earnest, sincere, and patriotic support of men, regardless of political beliefs—to do everything within his power, within the power of the United States, to extend relief and protection to American citizens now in those countries. [Applause.]

The necessity for immediate action upon this resolution is due to the fact that arrangements have been made to send the money to Europe to-morrow night upon the armored cruiser *Tennessee*. The importance of providing the funds speedily necessitates hasty action. Already friends and relatives of American citizens now abroad are depositing with the Secretary of State money to cover the expenses that may be incurred in removing those friends and relatives to this country. Yesterday over \$40,000 was deposited with the Secretary of State.

Mr. Speaker, it must be borne in mind that in taking this action we are not acting merely for the benefit of our citizens who happen to be abroad at this time. With a great conflict about to be waged between most of the powers of Europe, the presence of large numbers of Americans in the countries engaged in war is a constant menace to the peace and policy of this Government. It is believed to be advisable and desirable—and notice is to be issued to that effect—that American citizens should leave all of the countries which happen to be in a state of war, in hope that being absent from the theater of activities no untoward incidents may arise that will bring about any unpleasantness between this country and any of the nations unhappily engaged in the conflict. In asking for consideration of

the resolution at this time I have done so with the knowledge and with the belief that in a matter of this kind, where the welfare of the citizens of the United States and the honor and the dignity of the Government are at stake, there is no division politically, and that this House will present a united front and act in the manner designed to effect most emphatically the purposes in view. [Applause.]

I now yield to the gentleman from Kentucky [Mr. SHERLEY], who desires to have incorporated in the RECORD at this time a statement which he has from the War Department.

Mr. SHERLEY. Mr. Speaker, in connection with what the gentleman from New York has said touching arrangements about financing American citizens abroad, the War Department has issued the following memorandum:

WAR DEPARTMENT,
OFFICE OF THE ASSISTANT SECRETARY OF WAR,
August 5.
[Memorandum.]

Private individuals or firms desiring to ship gold to Europe for the relief of distress can do so by delivering the same either to Col. A. L. Smith or Maj. J. A. Logan at the U. S. S. *Tennessee* at the Brooklyn Navy Yard.

Specific directions as to the desired disposition of this gold must accompany the deposits. Receipts will be given. Custody will be taken and an earnest effort made to deliver according to directions. If delivery proves impossible, the gold will be returned.

No fund will be received in any other medium than gold. One of the before-named officers is now on the U. S. S. *Tennessee* to receive deposits. Deposits will be received up to the time of the sailing of the vessel, which is not yet definitely determined, but it will be probably late to-night (Wednesday) or to-morrow (Thursday).

It is desired that this statement of the War Department may be given full publicity in order that persons inquiring touching this matter may know how to proceed without any delay or loss of time.

Mr. DAVIS. Mr. Speaker, will the gentleman from New York yield?

Mr. FITZGERALD. Yes.

Mr. DAVIS. Mr. Speaker, the newspapers are carrying an item to the effect that at the present time American citizens in Germany are forbidden to leave that country for some reason. I believe that the gentleman has in his possession information as to whether that prohibition is likely to be a permanent or only a temporary matter. Would it not be well to include that information in the RECORD, in order to allay the feelings of people who have friends now in the German Empire?

Mr. FITZGERALD. Mr. Speaker, I am unable to make any authoritative statement in behalf of the administration regarding that matter, but I am under the impression, justified by my knowledge of the situation through other than official sources, and I believe I am warranted in saying that the action of the German Government in announcing that aliens will not be permitted to leave their domain at this time is believed to be intended to cover only the period of the mobilization of the army, the purpose evidently being to prevent the disclosure of information that might be of benefit to other nations with whom Germany is at war. After the mobilization has been completed the probabilities are that aliens in Germany will have no particular difficulty other than those which arise from the fact that there is a state of war in leaving to return to their own countries.

Mr. KINKEAD of New Jersey. Mr. Speaker, will the gentleman yield for a moment?

Mr. FITZGERALD. I yield to the gentleman from New Jersey.

Mr. KINKEAD of New Jersey. Mr. Speaker, in this connection it may be of interest to the Members of the House who, like myself, have received telegrams from some of their constituents respecting absent relatives abroad, to say that the Secretary of State before the committee this morning stated that while he was generally successful in locating Americans, the State Department had little difficulty in reaching people who live at some distance from the consulates of the United States in the affected portions of Europe. He stated further that he was prepared to say that he expected to be able to locate all of the Americans who are near enough to communicate with our representatives in the war-stricken sections of Europe. I desire to emphasize Secretary Bryan's statement in order to allay the fears of Americans whose relatives and friends happen to be located in any country now unhappily engaged in war.

Mr. MOORE. Mr. Speaker, will the gentleman yield?

Mr. FITZGERALD. Yes.

Mr. MOORE. Mr. Speaker, pertaining to the statement of the gentleman from New Jersey [Mr. KINKEAD], can the gentleman from New York indicate to what extent the State Department will cooperate in sending cablegrams which a great many citizens here have found that they can not have delivered upon the other side in the regular way?

Mr. FITZGERALD. Mr. Speaker, I am informed that the State Department is doing everything possible to cooperate with

people in this country in locating their friends in Europe and is using all of the resources at its command to do so.

I was about to call attention to the fact that the verbiage of the pending resolution differs somewhat from that of the one adopted the other day, in order to broaden out the authority of the President in the expenditure of this money to cover every conceivable expense that might possibly be incurred in connection with these matters.

Mr. MOORE. Mr. Speaker, will the gentleman permit me to say that having a number of inquiries along this line, and having been to the State Department this morning, I found that the State Department was willing where advance payments were made to forward cablegrams through our representatives abroad, and thus relieve the anxiety of individuals who are trying to send cablegrams in the regular way and can not do so. I want to say that the State Department has indicated that it was willing to send cablegrams where individuals could not get a satisfactory response, an advance being made to the department.

Mr. CALDER. Will the gentleman yield?

Mr. FITZGERALD. I will.

Mr. CALDER. I will say to my colleague I was out of the Chamber for a moment, and I want to know if he brought to the attention of the House whether the State Department or the Treasury Department had arranged for the deposit of funds by citizens in any part of the country.

Mr. FITZGERALD. I had already stated so, and that as rapidly as the funds are deposited and information given the department will endeavor to reach the persons to be aided.

Mr. CALDER. Where can the people deposit these funds?

Mr. FITZGERALD. At the State Department; they can be wired to the Secretary of State.

Mr. MOORE. Will the gentleman permit me again? The disbursing clerk of the Consular Bureau is accepting such money now. There were many anxious people at the department whose money was being received to-day.

Mr. BURKE of South Dakota. Mr. Speaker, will the gentleman from New York yield for one moment?

Mr. FITZGERALD. Yes.

Mr. BURKE of South Dakota. I wish to state for the information of the House, and I think it ought to be stated in connection with the notice that has been given by the gentleman from Kentucky, that the State Department does not close now at the usual hour in the afternoon, but it is open at night. I had occasion to call there last evening at 8 o'clock and I found the department open and receiving money and attending to business the same as it does during usual business hours.

Mr. FITZGERALD. Perhaps it ought to be stated that the three departments which will probably be most intimately connected with the work—the State Department, the War Department, and the Navy Department—will have some one present on duty at all hours, day and night.

The position of the President, perhaps, is best explained in a letter written by him under date of August 3, 1914. It is desirable that our own people and the rest of the world should know that the Congress is acting as one man in supporting the President in the present difficult situation. It has done so to the present; I am confident it will do so to the end. The letter, which I shall insert in the RECORD, may aid in making the situation clearer:

THE WHITE HOUSE,
Washington, August 3, 1914.

HON. JOHN J. FITZGERALD,
House of Representatives.

MY DEAR MR. FITZGERALD: We are receiving so many messages showing the extreme distress of Americans in Europe and the immediate necessity of doing something for their assistance and relief that I am going to take the liberty of sending a message to Congress proposing some such action as would be embodied in a joint resolution of the following tenor:

"Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That for the relief, protection, and transportation of American citizens, for personal services, and for other expenses which may be incurred in connection with or growing out of the existing political disturbances in Europe, there is appropriated, out of any money in the Treasury not otherwise appropriated, the sum of \$250,000, to be expended at the discretion of the President."

I have every confidence that we could manage this in such a way that the whole sum, or practically all of it, would eventually be paid back by the persons concerned, but it seems to me imperatively necessary that the Government should for the time being have funds at its command for these uses.

I sincerely hope I am acting in a way in this matter which you approve.

Cordially and sincerely, yours,

WOODROW WILSON.

Mr. MANN. Mr. Speaker, before the resolution came up I was rather in hopes that it might pass without a word of discussion in order to show the unanimous feeling of the people, yet I can see that the discussion which has taken place so far was valuable, because it furnished information to Members of

the House and to the country. I think there ought to be no hesitation about appropriating such sums as the administration may desire for use in connection with our fellow citizens, brothers, and sisters abroad. [Applause.] And I hope that the administration will not be too careful or too cautious about the expenditure of the money, because even if they make mistakes and spend more money than is afterwards ascertained was necessary in particular cases the country will not criticize such action. [Applause.] In times like these this side of the House, all of the Republicans in the House, and I believe all of the Progressives in the House, will join in the appropriation of any sum which may be necessary in order that the administration may give such aid and protection and help as is possible to any American citizen. [Applause.]

The joint resolution was ordered to be engrossed and read a third time, was read the third time, and passed.

On motion of Mr. FITZGERALD, a motion to reconsider the vote by which the joint resolution was passed was laid on the table.

Mr. FITZGERALD. Mr. Speaker, I ask unanimous consent that I may print as part of my remarks the letter addressed to me by the President in connection with this matter.

The SPEAKER. Is there objection to the request of the gentleman from New York? [After a pause.] The Chair hears none.

PARCEL POST.

The SPEAKER. For what purpose did the gentleman from Colorado rise about 30 minutes ago?

Mr. KINDEL. To get unanimous consent to address the House for one hour on the question of the parcel post.

The SPEAKER. The gentleman from Colorado asks unanimous consent to address the House for one hour.

Mr. HAMILL. On what subject?

Mr. KINDEL. On the subject of parcel post.

The SPEAKER. Is there objection? [After a pause.] The Chair hears none.

Mr. KINDEL. Mr. Speaker, I had first intended to address the House on a question of personal privilege, to answer my colleague [Mr. KEATING], who saw fit, in a way, to reiterate what he had said before. I am glad that the House has seen fit to grant me an hour to bring out the question of the parcel post, and that I am spared the criticism I should have to make of Mr. KEATING's conduct toward me. The question of parcel post, gentlemen, is a matter of evolution, and you will wonder why I, a manufacturer, have made it a business to become a student of this all-important question—transportation. It is because I was obliged to do so. I have here several maps, on which I shall point out many inconsistencies that have prevailed and that are still prevailing, and how the parcel post of to-day came about. In 1891 I was a manufacturer of a comforter finding ready sale, but the transportation question entered therein, so that I was obliged to pay from Denver to California points \$3 per hundredweight, while at the same time they brought like goods from New York via Denver to San Francisco for only \$1. That was the start of my trouble with freight rates, and it has finally landed me here in Congress, and perhaps next I will go to the poorhouse, if I keep on.

Mr. MURDOCK. That is usually reached by Congressmen.

Mr. KINDEL. Now, of course, in the hour that is allowed me I can only hit the high points of this all-important question. I want to call attention to this fact, and I doubt if there are any gentlemen in the House who knew that there had been any arbitrary and imaginary line, designated transcontinental line, from Duluth, Minn., to Sabine Pass, Tex., in effect, and under which all the territory east of that line was permitted to ship comforters and other goods through to California for \$1, while all the people west of that line were made to pay \$3.

I brought suit with the Interstate Commerce Commission, and, of course, I won. It cost me several years of time and many thousands of dollars to win, but I won. That same unjust discrimination has fallen to the lot of others in our section. We had a cotton mill, a paper mill, and numerous other manufacturing plants that had to give up, dismantle, and go elsewhere because of that great question of unjust transportation rates. This arbitrary line from Duluth, Minn., to Sabine Pass, Tex., is what I attacked in 1898 and succeeded in wiping out. It is no more at Duluth and Sabine Pass, but there is still an imaginary line at the Mississippi River to-day, so that you can ship from New York to Chicago or St. Louis, store the goods there, and in one month or one year thereafter you can reship to any points west of the one hundred and fifth meridian without any extra cost, the sum of the locals being the same as the through rate; but if you do that in my State or my city of Denver, we are made to pay 87 cents penalty per 100 pounds on first-class for reshipping it. I told the President recently that this discrim-

native line would have to be wiped out or there would be a revolution, and it would not be at the Mason & Dixon line, either.

What we want is equality. We propose to have a 2-cent postage stamp the same as everybody else, and not pay 4 cents when the rest of the world pays 2. In effect, however, the 2-cent postage stamp and the import duty and everything else, except the transportation rate, are satisfactory, while the express and parcel-post rates are like the freight rates—out of tune with rates in other sections by from 100 to 300 per cent.

Now, this territory in red [indicating] is called the "official classification," and by the express companies "territory 1." I will demonstrate that on the next map. You see, it is outlined here in red. That territory is given an express rate of 10 cents, the unit, while immediately across this imaginary line near St. Louis it is 19 cents the unit.

I challenge any interstate-commerce commissioner or anybody on our Interstate Commerce Committee or on the Committee on the Post Office and Post Roads, if you please, to defend that sort of discrimination. When you get to Denver it is 23 cents the unit as against 10 cents east of Chicago and St. Louis. How can you expect us to develop with the rest of the world with such a handicap? I want to state right here that the greatest statesmen of the world have ever been devoted to the expansion of commerce and cheap transportation.

Mr. BAILEY. Will the gentleman yield?

Mr. KINDEL. Yes.

Mr. BAILEY. I do not understand exactly what the gentleman means by the unit.

Mr. KINDEL. The unit is 50 miles—10 cents to carry 100 pounds over it, but from Denver westward we pay 23 cents.

Mr. BAILEY. For 50 miles?

Mr. KINDEL. Yes, sir. The moment you get past St. Louis, the favored point, it is raised from 10 cents to 19 cents per unit.

Mr. STAFFORD. Will the gentleman yield?

Mr. KINDEL. Yes.

Mr. STAFFORD. I assume the gentleman is stating the unit for the basis of the express rate and not the freight rate?

Mr. KINDEL. I am talking about the express rate now. I have shown you on the previous map how this section here, designated the official territory, is territory No. 1 by the express company, which give its patrons in said section the same relative advantage that prevails on freight shipments.

Mr. STAFFORD. Does the gentleman intend to give the view of the Interstate Commerce Commission as to the reason for that differentiation?

Mr. KINDEL. No. I do not know any reason.

Mr. STAFFORD. If the gentleman will permit, the reason as given to me by representatives of the Interstate Commerce Commission is that the density of traffic is so much greater in the first section that the express company can correspondingly carry at a less rate than in the districts where the traffic is less.

Mr. KINDEL. Yes. I agree with that, too; but it does not amount to 100 per cent or 200 per cent higher. To illustrate, I have indicated by circles here, Portland, Me.; Chicago; Cheyenne; and Sacramento. [See chart on next page.]

The express rate per hundred from Portland, Me., to Chicago is \$2.65, while from Cheyenne to Sacramento, this being exactly the same mileage, it is \$6.15, a difference of \$3.50, or 133 per cent higher. You will notice in the express rate there is a gradual rise until you strike our section, the one hundred and fifth meridian, but the discrimination is lessened between the line dividing California and Nevada. [Indicating.] And here in northwestern Texas the Interstate Commerce Commission cut out that little jag. Why? For no other reason or purpose than that El Paso, Tex., is located here, and they would not stand for it. They knew they had a first-class railroad commission in Texas, and they cut it out deliberately to give El Paso a better rate. So it is not what the traffic will bear, but rather what the chumps will stand. [Laughter.] That is what we are getting out in the one hundred and fifth meridian section.

These circular lines indicate the parcel-post zones. I will before I get through demonstrate to you that the parcel post is based on the express rates as found west of the one hundred and fifth meridian, and not, as it ought to be, on central or eastern territory.

Mr. GOOD. What is the rate from New York to San Francisco by express?

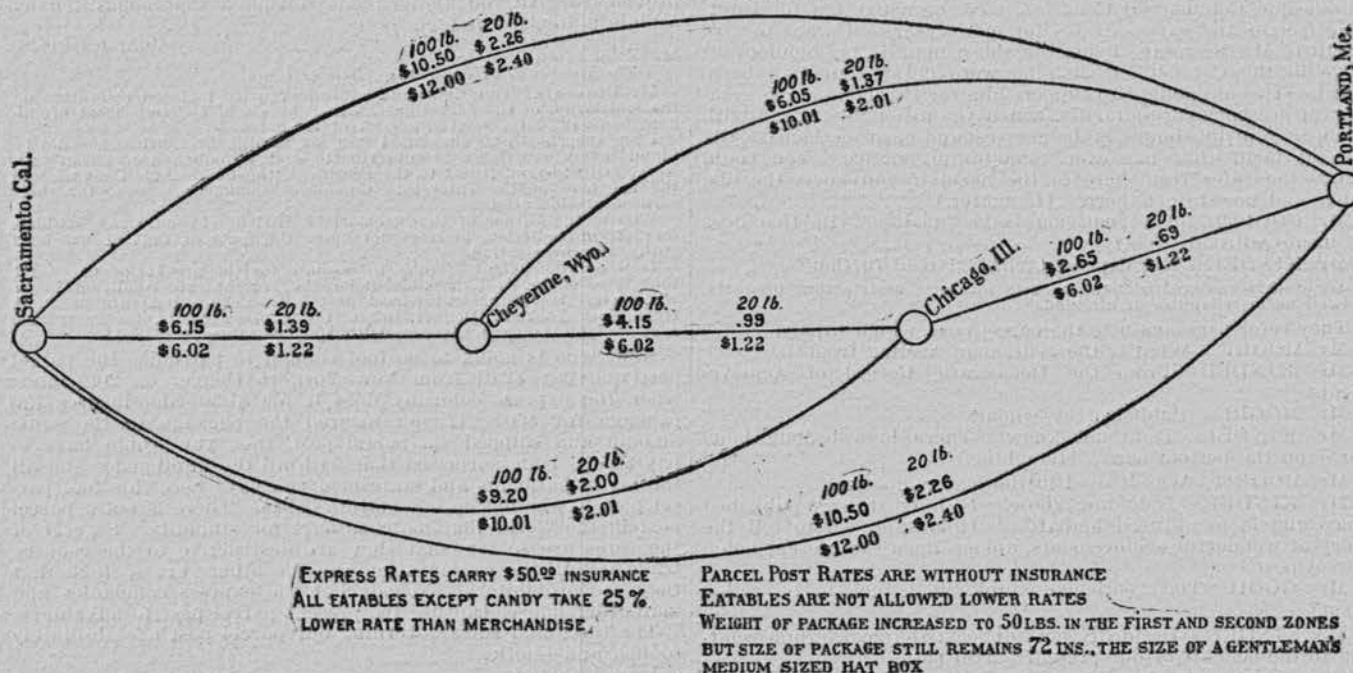
Mr. KINDEL. It is \$10.40. This is a map showing freight rates. [Indicating.] I want to show to you gentlemen these illustrations, because, as our minister once said in Denver, the Rev. Myron Reed, "An arc light is conducive to good morals." It is the exposure of these wrongs that has brought about many reforms. I have been a thorn in their side for a

good many years. But when I came here with the Democrats and tried to help, they would not let me get in so that I could help them. These rates are not true to-day. They have been changed since, from New York to San Francisco, from \$3 to \$3.70 per hundredweight, first class. It was \$3 from New York to San Francisco, but if you stop freight from New York at Denver it was and is \$2.48; and if you stop at Grand Junction, in the western part of our State, which my colleague, [Mr. TAYLOR] represents, it is \$3.88. Tell me why it should cost 88 cents more to drop it off at Grand Junction than to

carry it through to San Francisco. I say that Colorado is the apex of transportation rates. We use that word "apex" because we are at the highest point. Colorado is the highest point in discriminative freight rates. At Trinidad, in Mr. KEATING's district, they are paying 96 cents more than they do to Omaha from New York via Galveston, though Omaha is several hundred miles longer haul.

When they ride east in a coach they pay \$2 plus, a penalty for getting on a passenger train and riding east, and yet they would accuse me of being a hired man of an express company.

KINDLE'S EXHIBIT OF
PARCEL POST AND EXPRESS RATES
PASSED ON AND APPROVED BY INTERSTATE COMMERCE COMMISSION
100 and 20 lb. EXPRESS RATES
100 and 20 lb. PARCEL POST RATES



HOW LONG WILL THE AMERICAN PEOPLE BE FOOLED BY THE PRESENT PARCEL POST "GOLD BRICK"?
HAS ANYBODY HEARD PROTESTS FROM EXPRESS CO'S. AND MAIL ORDER HOUSES?

Express rates appear above the line, parcel post below the line.

If they can not get a better champion than Mr. KEATING to help me right these wrongs they deserve no better than they are getting. [Applause.]

Now, these charts were prepared for the purpose of reducing them in order to get slides so that I can have lantern-slide talks with the people of Colorado; and I also intended to go to Kansas in the interest of Senator BRISTOW, but will be denied this pleasure because the Senator was defeated for the nomination yesterday. I want to say of Senator BRISTOW that he and Senator BRYAN, of Florida, are the two best posted men on the question of parcel post in either House. I have not seen the like of them anywhere in discussing this subject.

You may think that the parcel post is an insignificant thing, yet if you stop to think of it you will realize that the 2-cent stamp has given you the biggest business on earth—the \$300,000,000 United States post office. It was supposed the parcel post was established for the purpose of making living cheaper, but I defy anyone to show me where you can ship 5 pounds and insure it for \$50 beyond a 150-mile circle in competition with express east of the Rocky Mountains.

As to Mr. LEWIS, who is the alleged authority on parcel post, I have great sympathy for his misguided efforts. He has done much to bring this question before the public, but he has been shooting over your heads. There is not a graduate or comparative rate that you can check up in Mr. LEWIS's exposition of parcel post. If any one of you has attempted to check it up, you will have noticed how he makes up his tariff on half a cent a hundred miles and stops at 10 zones. And why? Because his rates were going up like a rocket and coming down like a stick. [Laughter.] At those rates he can not get the

business without committing petty larceny on an unsophisticated public.

Now, I have talked with many people, with the President and with the members of the Interstate Commerce Commission, and with anyone who has shown a disposition to discuss the matter, and asked them to show me where I am wrong. I want to retire from this job of trying to educate people concerning a matter that seems so plain to me and which is apparently not of sufficient interest for others to take up. I may perhaps lack elegance in presenting the facts in this desultory fashion, but what I say will all go into the RECORD, and I hope people will read it and think it over.

The one thing that made me a Congressman is not that I am an avowed politician; I do not care for that. I voted for Teddy Roosevelt when he promised to strengthen the interstate-commerce act. I have been a Populist because of the railroad plank in their platform. I have been a Democrat, and would be glad to fight with the Democrats, but they turned it down at every turn and put a man like Mr. Burleson at the head of the Post Office Department, a man who does not know A from B when it comes to rate making, and admits it, and he rejects advice. What is the good of it? [Laughter and applause.] The one thing that brought me 5,000 more votes than anybody else received in my district was this plank in the State Democratic platform:

KINDLE'S PLANK IN DEMOCRATIC PLATFORM.

We favor the opening of the Galveston gateway and equalizing of freight, passenger, express, and Pullman rates, and that all rates be made "between" instead of "to and from" in order to facilitate the development of our inexhaustible resources and to materially reduce the high cost of living.

That is what got me 5,000 more votes than the President, the governor, and other State officers received running on the same ticket with me. It was not on account of my good looks, or my talk, or anything else that I may be possessed of. [Laughter.] The one particular paragraph that riled me in this recently distributed little brochure that I hold in my hand—Mr. Wilson's photograph on the front page, entitled "Record of Achievement"—is the sixteenth paragraph, which says:

The development of the parcel-post system to a high state of perfection, which has resulted in the reduction of rates and the extension of the limit and size of packages.

The package is still 72 inches, but the weight has been increased from 11 pounds to 50 pounds in the second zone, and 20 pounds all over the United States. It proceeds:

So that the life of the city man as well as the farmer has been made easier and cheaper. Another result has been that the express companies have reduced rates all along the line.

That was done before you had a parcel post. We, the Trans-Mississippi Commercial Congress, have been fighting for equitable freight and express rates for many years. I want to give credit to Mr. Secretary Lane, the ablest man, in my opinion, we have in the Cabinet. I wish he were not a Canadian born, because I would delight to support him for President. His creation of present express tariffs, which you all ought to read with profit in your idle hours, is the greatest and most mathematically perfect tariff that has ever come to my notice. You could figure the rates from here to the moon if you knew the distance and how to get there. [Laughter.]

Mr. COOPER. The gentleman says "tariffs." By that does he mean railroad rates?

Mr. KINDEL. No; express tariffs. I read further:

All of this has created new markets for farm and factory products, as well as merchandise of all kinds.

They refer back again to the parcel post, which I deny.

Mr. MOORE. What is the gentleman reading from?

Mr. KINDEL. From the Democratic Record of Achievements.

Mr. MOORE. Published by whom?

Mr. KINDEL. I do not know. There is a bedbug label No. 7 on the bottom here. [Laughter.]

Mr. MOORE. Was it used in the last campaign?

Mr. KINDEL. I do not know. I think it was published since and is to be used hereafter. It is supposed to tell the story of wonderful achievements, among them the present botch parcel post.

Mr. GOOD. The gentleman thinks it is not to be relied upon?

Mr. KINDEL. Decidedly not; at least that paragraph relating to the benefits of our present parcel post.

One of the surprising things that I encountered recently was a letter, accompanied by a resolution, from the Denver Clearing House Association, of Denver, Colo., in which they say:

DENVER CLEARING HOUSE ASSOCIATION,
Denver, Colo., June 2, 1914.

Hon. GEORGE J. KINDEL,
House of Representatives, Washington, D. C.

DEAR SIR: The inclosed resolution, passed by the Denver Clearing House Association, speaks for itself, and we trust that it may appeal to you. The members of the association feel that the matter referred to is entitled to the most earnest consideration of those to whom the memorial is addressed. Copies of the resolution have been sent to the President of the United States, the Postmaster General, the members of the Interstate Commerce Commission, and the Senators and Representatives from the State of Colorado.

Respectfully, yours,

E. S. IRISH, Secretary.

Whereas the Postmaster General is empowered by law, at his discretion, to determine the weight limit of parcels which may be transmitted by mail, to make regulations thereto, and to fix and change the rates therefor; and

Whereas the parcel post, although useful and desirable within its present limits, is, by reason of numerous limitations, unfitted effectively to meet all the demands of commerce for quick transportation; and

Whereas the express service fully provides for these needs in a highly efficient manner and at rates fairly proportioned to the cost of rendering the service; and

Whereas the extension of the parcel-post weight limit to 100 pounds would, as we believe, so deplete the volume of traffic available to the express companies as to make their operation profitless and force their retirement; and

Whereas it is the opinion of the Retail Association of the Denver Chamber of Commerce and of numerous other commercial organizations that the destruction of the express service would be a step backward and highly detrimental to the business interests of the country: Therefore be it

Resolved, That in the opinion of the Denver Clearing House Association no social or economic benefit will result by substituting the parcel post for the express service beyond the limits now established, but that, on the contrary, serious harm to the country's traffic facilities will ensue with a probable loss resulting from the parcel-post operation to be borne by the Public Treasury; and be it further

Resolved, That the influence of the Denver Clearing House Association be exerted to oppose any further extension of the parcel post at the present time, and that the reasons for such opposition be stated in full by a proper memorial addressed to the Postmaster General of the

United States, to the Interstate Commerce Commission, and to the representatives of Colorado in both House of Congress at Washington.

FIRST NATIONAL BANK.
COLORADO NATIONAL BANK.
DENVER NATIONAL BANK.
UNITED STATES NATIONAL BANK.
HAMILTON NATIONAL BANK.
FEDERAL NATIONAL BANK.

They want me to desist from my attempts to improve and expand the parcel post. My aim and theory is to increase the parcel post to at least 50 pounds and to make the rates competitive with express rates, and not what they are to-day, from 100 to 200 per cent higher. [Applause.] I contend that the Government to-day is guilty of petty larceny every time it takes a package from anybody and charges him more than he would be charged next door by the express company [Applause.]

Now I will show you some data that I have here. I think it would be well to read my letter in answer to the bankers' protest, to give you an idea how I routed that opposition by a plain statement of facts:

JUNE 6, 1914.

Mr. E. S. IRISH,
The Denver Clearing House, Denver, Colo.

MY DEAR SIR: Your letter dated June 2, with inclosed resolution on the restriction of the parcel post, signed by six of Denver's most prominent bankers, duly received and carefully noted.

I am surprised and chagrined that six intelligent gentlemen could be found in my own town to subscribe to such a foolish proposition and, worse still, to send it out to the President, the Postmaster General, and the members of the Interstate Commerce Commission, etc., for their earnest consideration.

Who is the author of that memorial? Briefly, I would say, without fear of contradiction, he does not know the facts or that he has been guilty of prevarication.

Is it not the height of folly to resolute for the prevention of an act that is so obviously impossible under the present rate conditions? Of what avail is the present parcel post with a 20-pound rate of \$2.01 from New York to Denver, when the express companies carry the same weight the same distance with \$50 insurance for \$1.30?

Now, who is going to be fool enough to patronize the parcel post and pay \$2.01 from New York to Denver on 20 pounds when the express company does it for \$1.30, and insures the package for \$50? If you insured the package to the same amount and shipped via parcel post, then you would have to pay \$2.11. I am surprised that with all the intelligence and all the mathematicians and statesmen you have here this fool parcel post has gotten on our statute books. There is not a parcel post in the world that matches ours for stupidity. Several of the rates are so low that they are destructive to the country trade within the second zone, and the others are so high that they are prohibitory. Nobody but the express companies and mail-order houses can use the present parcel post to advantage.

The rates and rules governing our parcel post are absolutely foolish and idiotic.

I read further:

What would be the object in raising the weight limit to 100 pounds, which would make the parcel-post rate \$10.01 New York to Denver as against the express rate of \$5.70 under existing rates? Would any sane man ship by parcel post under such conditions, and do you think that the express companies would be forced into retirement? I hardly think so. I would ask also if any of the signers of the memorial can reconcile the comparative eastern and western rates of the express companies whom they seem to defend and who charge us 23 cents per unit as against the price charged the people of the East, which is 10 cents per unit?

As for the service of the express companies, are you aware of the fact that 20,000,000 or more of people in these United States are being served by the parcel post who can not be served by the express companies? Is it not then the duty of every patriotic American citizen to use his influence to have our parcel-post rates fixed on a sane basis and the weight extended to a 100 or 110 pound limit as the Europeans have it rather than to waste good ink and paper on resolutions to restrict the people's carrier to its present wholly inadequate limits?

I inclose marked copies of my speech on express and parcel-post rates for your further information.

Yours, very truly,

GEO. J. KINDEL.

These busy and well-meaning men of my city do not know, that is all. Some express company representative has gone to them and said, "We want this resolution," and these men foolishly, as many do, have signed it and forwarded it to me; but fortunately for the masses of the people it did not find a warm reception with me.

Our Government is paying more to the railroads for hauling than the express companies charge, including pickup and delivery. I have been expecting the gentleman from Tennessee [Mr. Moon] and his committee to devise some rule of pay for the railroads that would have some effect and cheapen our parcel post, but they tell me the newly proposed rates will not have any effect at all on the parcel post; that it is simply a matter of improving mail and not of parcel post.

The figures that I enumerate here are figures given by the authorities, by the people in power. These are published by the Post Office and by the express companies.

On following page is Table No. 2 of 5, 10, 20, 50, and 100 pound rates. I have presumed to increase the weights up to 100 pounds.

Table No. 2.

	From New York to—								
	Newark, N. J.	Philadelphia, Pa.	Boston, Mass.	Pittsburgh, Pa.	Grand Rap- ids, Mich.	Des Moines, Iowa.	Denver, Colo.	Salt Lake City, Utah.	San Fran- cisco, Cal.
	Zones.								
	1	2	3	4	5	6	7	8	8
5 pounds.									
Parcel post.....	\$0.09	\$0.09	\$0.14	\$0.23	\$0.32	\$0.41	\$0.51	\$0.60	\$0.60
Post-office railroad cost.....	.425	.675	.105	.18	.28	.28	.48	.58	.73
Express rates.....	.23	.23	.24	.26	.30	.35	.47	.58	.71
Kindel proposed rate.....	.13	.15	.18	.23	.27	.29	.38	.47	.57
10 pounds.									
Parcel post.....	.14	.14	.24	.43	.62	.81	1.01	1.20	1.20
Post-office railroad cost.....	.055	.105	.18	.33	.53	.73	.93	1.13	1.46
Express rates.....	.25	.27	.28	.33	.41	.51	.75	.95	1.22
Kindel proposed rate.....	.18	.20	.25	.30	.36	.43	.56	.76	.97
15 pounds.									
Parcel post.....	.24	.24	.44	.83	1.22	1.61	2.01	2.40	2.40
Post-office railroad cost.....	.08	.18	.33	.63	1.03	1.43	1.83	2.23	2.86
Express rates.....	.31	.34	.36	.46	.62	.82	1.30	1.71	2.24
Kindel proposed rate.....	.25	.30	.35	.42	.54	.69	1.05	1.35	1.76
20 pounds.									
Parcel post.....	.54	.54	1.04	2.03	3.02	4.01	5.01	6.00	6.00
Post-office railroad cost.....	.16	.35	.75	1.53	2.52	3.53	4.53	5.53	7.03
Express rates.....	.47	.65	.60	.85	1.35	1.85	2.95	3.98	5.30
Kindel proposed rate.....	.50	.63	.70	.79	1.16	1.54	2.36	3.14	4.13
25 pounds.									
Parcel post.....	1.04	1.04	2.04	4.03	6.02	8.01	10.01	12.00	12.00
Post-office railroad cost.....	.38	.78	1.53	3.03	5.03	7.03	9.03	11.03	14.16
Express rates.....	.75	1.10	1.00	1.50	2.30	3.30	5.70	7.75	10.40
Kindel proposed rate.....	.75	1.00	1.05	1.42	2.03	2.77	4.57	5.59	8.10

The cost of transporting a 20-pound parcel-post package from New York to Newark, N. J., is 24 cents. The parcel post has an advantage there. For distances 50 miles and 150 miles the parcel post beats the express company; but here in this table, No. 2, is shown what the Government pays the railroads for hauling. In the zone from New York to Boston the parcel-post rate on 20 pounds is 44 cents. The Post Office officials say they pay the railroads 33 cents; but the express company picks up the package, insures it for \$50, and delivers it at the other end, and does it all for 36 cents. Is it not petty larceny to accept 44 cents for the service, when a man can go next door and get it done for 36 cents? And as you go down the line it gets more violent.

Mr. SMITH of Minnesota. It gets to be grand larceny as you go down the line?

Mr. KINDEL. Yes.

In the Saturday Evening Post of January 31, 1914, appeared an advertisement of the express company, showing new and old express rates. Instead of reproducing the old express rates I have substituted the parcel-post rates for comparison and the enlightenment of the public, which is being fluked by both the express company and the United States post office.

The new express and parcel-post rates, effective February 1, 1914, were both in conformity with the Interstate Commerce Commission. When was or is the Interstate Commerce Commission right? When they ordered in the present express rates or when they sanctioned and approved of present parcel-post rates?

The following tables are illustrative of some of the differences between the express and parcel-post rates as now in effect.

Table No. 3.

	5 pounds.		10 pounds.		20 pounds.	
	Ex- press.	Parcel post.	Ex- press.	Parcel post.	Ex- press.	Parcel post.
Between New York and—						
Chicago.....	\$0.31	\$0.32	\$0.42	\$0.62	\$0.64	\$1.22
St. Louis.....	.32	.32	.44	.62	.68	1.22
New Orleans.....	.41	.41	.63	.81	1.06	1.61
Dallas.....	.45	.41	.70	.81	1.20	1.61
Denver.....	.47	.61	.75	1.01	1.30	2.01
San Francisco.....	.71	.60	1.22	1.20	2.24	2.40
Between Philadelphia and—						
Portland, Me.....	.27	.23	.34	.43	.48	.83
Buffalo.....	.27	.14	.34	.24	.48	.44
Cincinnati.....	.29	.23	.38	.43	.56	.83

Table No. 3—Continued.

	5 pounds.		10 pounds.		20 pounds.	
	Ex- press.	Parcel post.	Ex- press.	Parcel post.	Ex- press.	Parcel post.
Between Philadelphia and—						
Milwaukee.....	\$0.31	\$0.32	\$0.43	\$0.62	\$0.66	\$1.22
Mobile.....	.38	.32	.55	.62	.91	1.22
Seattle.....	.67	.60	1.14	1.20	2.09	2.40
Between Atlanta and—						
Jacksonville.....	.28	.14	.35	.24	.51	.44
Memphis.....	.30	.13	.40	.43	.60	.83
Cincinnati.....	.31	.23	.41	.43	.63	.83
Richmond.....	.31	.23	.43	.43	.66	.83
Baltimore.....	.33	.23	.46	.43	.72	.83
New York.....	.34	.22	.48	.62	.77	1.22
Between St. Louis and—						
Birmingham.....	.30	.23	.39	.43	.59	.83
Detroit.....	.28	.23	.36	.43	.52	.83
St. Paul.....	.30	.23	.41	.43	.62	.83
Philadelphia.....	.32	.22	.43	.62	.67	1.22
San Antonio.....	.40	.22	.59	.62	.99	1.22
Los Angeles.....	.62	.51	1.05	1.01	1.90	2.01
Between Chicago and—						
Boston.....	.31	.22	.43	.62	.65	1.22
Oklahoma City.....	.36	.22	.52	.62	.85	1.22
Jacksonville.....	.36	.22	.52	.62	.85	1.22
Galveston.....	.39	.22	.59	.62	.98	1.22
Salt Lake City.....	.52	.41	.84	.81	1.48	1.61
Portland, Ore.....	.63	.51	1.06	1.01	1.93	2.01
Between San Francisco and—						
Houston.....	.63	.51	1.06	1.01	1.93	2.01
Minneapolis.....	.63	.51	1.07	1.01	1.94	2.01
Chicago.....	.65	.60	1.11	1.20	2.02	2.40
Cleveland.....	.67	.60	1.14	1.20	2.09	2.40
Washington.....	.70	.60	1.21	1.20	2.22	2.40
Boston.....	.71	.60	1.23	1.20	2.26	2.40

Express rates on food products are 25 per cent less.

No reduction by parcel post on same.

Express rates carry \$50 insurance.

Parcel post is 10 cents extra for \$50 insurance.

Mr. Ripley, president of the Atchison, Topeka and Santa Fe Railway, in the Saturday Evening Post of July 18 last said:

The treatment of the railroads in connection with the parcel post is a blot on democratic government, which can not be and is not justified by any honest student of the situation.

I challenge that statement, and in answer thereto publish the following comparative table of rates. The Kindel rates are based on express rates, and on paying the railroad companies 50 per cent higher for haulage than received by the railroads

from the express companies, and then adding the present alleged cost of pick-up and delivery by the post office.

Can and will Mr. Ripley explain why the rate charged to the post office on a hundred pounds from New York to Denver should be \$9.03, when the railroads are performing this service for the express companies for \$2.85?

Had Mr. Ripley stated the facts as they exist, he would have been obliged to admit that our entire transportation system—freight, express, and parcel post—is as erratic and inharmonious as a grandmother's crazy quilt.

In so far as the parcel-post rates to the second zone are concerned, I admit Mr. Ripley is correct, and beyond the second zone it is the public that is fleeced by the Post Office, while the Government in turn is made to pay a penalty for doing parcel-post business in the last zone. For proof of my statement I refer to table No. 2.

Mr. MOORE. Take your rate from New York to Boston; the parcel-post rate is 44 cents.

Mr. KINDEL. Yes; on 20 pounds.

Mr. MOORE. But the Government pays 33 cents for railroad carriage.

Mr. KINDEL. That is what they claim.

Mr. MOORE. That makes the Government cost 77 cents.

Mr. KINDEL. No; that is not the way of it. Forty-four cents is what the Government receives from the sender of the package, and the Government, according to the statement of the post-office people, pays the railroads 33 cents out of the 44 cents, leaving a difference of 11 cents to pay for handling and delivering.

Mr. MOORE. But the present rate from New York to Boston on a package of 20 pounds by express would be 36 cents, which is 8 cents less than the parcel-post rate.

Mr. KINDEL. Yes.

Mr. LOBECK. The difference between 44 cents and 33 cents is used in paying the employees who do the work, and so on.

Mr. KINDEL. Yes. They are trying to figure it out that way. They have had four men figuring on parcel post, and not one of them knows exactly what the railroad pay is.

Mr. MOORE. Does the Government employ more men to perform the service than the express companies employ?

Mr. KINDEL. I do not know.

Mr. MOORE. The proportion of pay to employees of the express companies would be less than by the Government.

Mr. KINDEL. I have a table showing statistics from the express companies that I have not got on the map here, whereby I take the express rates—

Mr. DONOVAN. Mr. Speaker, will the gentleman yield?

Mr. KINDEL. Yes.

Mr. DONOVAN. Will you tell us how you find what the railroads collect—where you get your figures as to what the Government pays the railroads?

Mr. KINDEL. That was furnished me by the Post Office Department.

Mr. DONOVAN. Is there any printed statement showing that?

Mr. KINDEL. Yes.

Mr. DONOVAN. In their regular report?

Mr. KINDEL. Yes; and contained in my speech of January 16.

Mr. DONOVAN. Then you mean to say that the railroads get a higher rate out of the Government for transporting the parcel-post matter than the express companies pay?

Mr. KINDEL. Yes.

Mr. MOORE. That would be true as to Pittsburgh, would it not?

Mr. KINDEL. On 100 pounds from New York to Denver the express companies haul it for \$5.70. The parcel post charges \$10.01, or would if that same table were carried out logically. They do not carry that weight. They carry the 20-pound packages only, or are supposed to, but the payment by the Government to the railroads is \$9.03, while the express companies perform the whole service and insure for \$50, and do it for \$5.70. That is what I am complaining about. You can not convince any sane person about making the cost of living cheaper by the parcel post at present exorbitant rates. The two will not dovetail together. [Applause.]

Mr. MOORE. Will the gentleman permit one more question?

Mr. KINDEL. Yes.

Mr. MOORE. Take it from New York to Pittsburgh.

Mr. KINDEL. Yes.

Mr. MOORE. The payment by the Government to the railroad is 63 cents on a 20-pound package, for which the post office charges 83 cents.

Mr. KINDEL. Yes.

Mr. MOORE. And the express rate without regard to the railroad pay is 46 cents.

Mr. KINDEL. Yes.

Mr. MOORE. Therefore it would be cheaper to send from New York to Pittsburgh by express than by parcel post.

Mr. KINDEL. Yes; by half. In other words, the parcel-post rate in that instance, if insured to the same amount, would be more than 100 per cent higher than express. The relation would be then 93 cents parcel post and 46 cents express; and, again, if the parcel was composed of some eatable—prunes, milk, and so forth—the express rate would be cut automatically 25 per cent, thus making the express package cost 35 cents instead of the parcel-post rate of 83 cents.

Mr. DONOVAN. One more interruption.

Mr. KINDEL. Go ahead; but do not waste time.

Mr. DONOVAN. How can we expect the Government to give a lower rate when the railroads get so much out of the total? For instance, the Government pays the railroads \$9.03. The express carries the same weight in the same package for \$5.70. Is that right?

Mr. KINDEL. Yes.

Mr. DONOVAN. How could the Government carry it for any less?

Mr. KINDEL. I will show the gentleman. I will give you a better illustration, where the figures will square. The rate on 100 pounds from Baltimore or St. Paul to New Orleans is \$4 express, and it is \$6.02 and \$3.01, respectively, by parcel post for the same package. Now, of that \$4 the express companies pay approximately one-half to the railroad to carry it. If I were the Government I would say: "Mr. Railroad, in order that you shall not have any complaint and since you did not dare to attack the rates that were fixed for you by the Interstate Commerce Commission, and you knew you had no standing in court if you challenged the prescribed rates, instead of giving you \$2 I will pay you 50 per cent more; I will pay you \$3, and add the Burleson rate that he figures for the delivery of the package, namely, 30 cents." That would then produce a parcel-post rate of \$3.30 instead of \$6.02 and \$3.01, respectively. I would make the railroads happy because I was paying them 50 per cent more than express companies are now paying them. Now, you can not get away from that. It is simple and plain and a primary-school lad can understand it. I like to talk to the high-school boys. They all understand it, because they are apt mathematicians, and I am sure the next generation will have a parcel post if this one does not. [Laughter and applause.]

Mr. MOORE. Will the gentleman yield again?

Mr. KINDEL. Yes.

Mr. MOORE. Why is it possible for the express companies to make that low rate while the Government seems to pay so much more for railroad service?

Mr. KINDEL. Because they were forced to by our Interstate Commerce Commission. It used to be \$8.50 per hundredweight, New York to Denver, but I have reduced it in two efforts to \$5.70 per hundredweight.

Mr. MOORE. That is a remarkable difference. Why is preference given to the express companies at the expense of the Government in railroad rates?

Mr. KINDEL. It is rank discrimination, of course. Now, here is a case of 100-pound rate, New York to Boston, where it is \$1 by express and \$2.04 by parcel post.

Mr. MOORE. Why is that?

Mr. KINDEL. That is what I want to know. It is said that we are all statesmen here, but I think this proves we are all false alarms. [Laughter.] It is the fault of the Interstate Commerce Commission, which was created by Congress. The commission says to the express companies, "You must put in that rate," and then it says to Mr. Burleson, our Postmaster General, "You can put in these rates." The rates could not be effective but for the Interstate Commerce Commission, as the law provides that all rates must be passed on by the commission, for which we pay \$2,000,000 a year.

Mr. MOORE. If there is a special privilege to express companies it is not due to the law-making body but to the Interstate Commerce Commission.

Mr. KINDEL. Yes; directly and indirectly it is due, in a measure, to this law-making body, which is responsible for the Interstate Commerce Commission.

Mr. MOORE. What is the gentleman's answer?

Mr. KINDEL. Most assuredly, it is the fault of the law-making body that stands for this sort of a thing.

Mr. TAYLOR of Colorado. Will the gentleman yield?

Mr. KINDEL. Yes.

Mr. TAYLOR of Colorado. Has the gentleman any information that he can give the House as to what amount the railroads pay the express companies when they charge the Government so much higher than they charge the express company. I mean, what do the express companies pay the railroad company?

Mr. KINDEL. Yes; that is well known; the express companies pay the railroad company, on the average, 50 per cent of the rate or total receipts.

Mr. FOWLER. Is it not 47½ per cent?

Mr. KINDEL. Yes; some 55 per cent, and some less than 50 per cent, but the average is about 50 per cent.

Mr. FOWLER. They retain 52½ per cent and pay the railroad company 47½ per cent.

Mr. TAYLOR of Colorado. Take the express rate. New York to Denver, on 50 pounds—\$2.95. The railroad company gets one-half of that, and yet they charge the Government \$4.53 for the same package and the same weight. Whose fault is that?

Mr. KINDEL. It is the fault of the Interstate Commerce Commission and of Congress, that stands for the Interstate Commerce Commission.

Mr. TAYLOR of Colorado. And the gentleman thinks that Congress ought to do something in relation to the orders of the Interstate Commerce Commission?

Mr. KINDEL. Yes; Congress ought to have a committee to investigate it and do what any business concern would do—discharge or impeach them for inefficiency or dereliction of duty.

Mr. DONOVAN. Mr. Speaker, the gentleman from Colorado shows by his map that the parcel-post rate on 100 pounds from New York to Denver would be \$10.01, while the charge of the railroad for carrying is \$9.03; thus the Government only gets 98 cents out of the transaction; that is in next to the last column. Of course you can not expect the Government to lose money, and the move should be to force the railroad to give the Government a proper rate.

Mr. KINDEL. I am not complaining about the rate so much as I am complaining that the Government should be a party

to a scheme of taking money under a make-believe from the unsophisticated people.

Mr. DONOVAN. Let me make myself understood.

Mr. KINDEL. I think I understand the gentleman.

Mr. DONOVAN. You can not expect the Government to lose money. If the railroads collect \$9.03, you can not expect the Government to transport that merchandise for less than \$9.03. The trouble is with the railroads.

Mr. KINDEL. That sort of argument, in the face of the express company rate of \$5.70, is so silly that I do not want to talk about it.

Mr. PLATT. Let me ask the gentleman, Does not the \$9.03 include the transportation of all classes of mail?

Mr. KINDEL. Yes; it is the cost to the post office.

Mr. PLATT. It is not fourth-class matter, but it is also first and second class.

Mr. KINDEL. It is what they claim they pay the railroads, and it includes the parcel post.

Mr. PLATT. I think the gentleman will find that it covers all classes, and that is where the difference comes in.

Mr. HULINGS. Will the gentleman yield?

Mr. KINDEL. Certainly.

Mr. HULINGS. If I understand, these rates of the parcel post have been established so as to protect the express company business?

Mr. KINDEL. Apparently. The express companies do the long-haul business, and they unload the short-haul and unprofitable business on the post office. If the express companies had a champion on the floor of this House, he could not devise any better tariff than that in effect to-day. [Applause.] It is an insult to the intelligence of the House and the people generally. Some gentleman asked me what is the authority for present mail pay. I have a table here—No. 4—which I will put in the Record.

TABLE 4.—Statement showing the postage at the proposed rates and the estimated cost of handling parcels (Nov. 20, 1913).

[This table of parcel-post rates and cost of service to the Government was issued by the Post Office Department.]

Weight.	Zones.							
	1	2	3	4	5	6	7	8
	50 miles.	150 miles.	300 miles.	600 miles.	1,000 miles.	1,400 miles.	1,800 miles.	1,800 miles and over.
1 pound.....	\$0.05 .0325	\$0.05 .0375	\$0.06 .045	\$0.07 .06	\$0.08 .08	\$0.09 .10	\$0.11 .12	\$0.12 .14
2 pounds.....	.06 .035	.06 .043	.08 .06	.11 .09	.14 .13	.17 .17	.21 .21	.24 .25
3 pounds.....	.07 .0375	.07 .0525	.10 .075	.15 .12	.20 .18	.25 .24	.31 .30	.36 .36
4 pounds.....	.08 .04	.08 .06	.12 .09	.19 .15	.26 .23	.33 .31	.41 .39	.48 .47
5 pounds.....	.09 .0425	.09 .0675	.14 .105	.23 .18	.32 .28	.41 .38	.51 .48	.60 .58
6 pounds.....	.10 .045	.10 .075	.16 .12	.27 .21	.38 .33	.49 .45	.61 .57	.72 .69
7 pounds.....	.11 .0475	.11 .0825	.18 .135	.31 .24	.44 .38	.57 .52	.71 .66	.84 .80
8 pounds.....	.12 .05	.12 .09	.20 .15	.35 .27	.50 .43	.65 .59	.81 .75	.96 .91
9 pounds.....	.13 .0525	.13 .0975	.22 .165	.39 .30	.56 .48	.73 .66	.91 .84	1.08 1.02
10 pounds.....	.14 .055	.14 .105	.24 .18	.43 .33	.62 .53	.81 .73	1.01 .93	1.20 1.13
11 pounds.....	.15 .0575	.15 .1125	.26 .195	.47 .36	.68 .58	.89 .80	1.11 1.02	1.32 1.24
12 pounds.....	.16 .06	.16 .12	.28 .21	.51 .39	.74 .63	.97 .87	1.21 1.11	1.44 1.35
13 pounds.....	.17 .0625	.17 .1275	.30 .225	.55 .42	.80 .68	1.05 .94	1.31 1.20	1.56 1.46
14 pounds.....	.18 .065	.18 .135	.32 .24	.59 .45	.86 .73	1.13 1.01	1.41 1.29	1.68 1.57
15 pounds.....	.19 .0675	.19 .1425	.34 .255	.63 .48	.92 .78	1.21 1.08	1.51 1.38	1.80 1.68
16 pounds.....	.20 .07	.20 .15	.36 .27	.67 .51	.98 .83	1.29 1.15	1.61 1.47	1.92 1.79
17 pounds.....	.21 .0725	.21 .1575	.38 .285	.71 .54	1.04 .88	1.37 1.22	1.71 1.56	2.04 1.90
18 pounds.....	.22 .075	.22 .165	.40 .30	.75 .57	1.10 .93	1.45 1.29	1.81 1.65	2.16 2.01
19 pounds.....	.23 .0775	.23 .1725	.42 .315	.79 .60	1.16 .98	1.53 1.36	1.91 1.74	2.28 2.12
20 pounds.....	.24 .08	.24 .18	.44 .33	.83 .63	1.22 1.03	1.61 1.43	2.01 1.83	2.40 2.23
25 pounds.....	.29 .0925	.29 .2175						
30 pounds.....	.34 .1050	.34 .255						
35 pounds.....	.39 .1175	.39 .2925						
40 pounds.....	.44 .13	.44 .33						
45 pounds.....	.49 .1425	.49 .3675						
50 pounds.....	.54 .155	.54 .405						

The first amount in each of the above blocks indicates the proposed postage; the other the estimated cost.
The average haul is based on the radial distance of the zones, except the eighth, where it is fixed at 2,200 miles.

Mr. KINDEL. Oh, tell me what you want and get through.

Mr. KEATING. I want to get a yes or no answer from the gentleman on that proposition. The impression which he has left upon me and I think upon a good many others, is that all the Interstate Commerce Commission has to do is to say to the railroads, "give the Government the benefit of the express rates," and the railroads must comply. As a matter of fact, is not legislation by this House necessary, and what steps has the gentleman taken to secure such legislation?

Mr. KINDEL. Oh, I have endeavored to convince the several members of the Interstate Commerce Commission, also introduced a bill, which is still in the pigeonhole. [Applause.] I have proposed a number of resolutions and not one of them has seen daylight in the House, and that is why I became very much disgruntled, and I wanted to know what was the use of longer parading under a Democratic banner if we can not get a hearing and get vital matters like this righted.

Mr. DONOVAN. Mr. Speaker, will the gentleman yield?—and this is the last interruption.

Mr. KINDEL. Yes.

Mr. DONOVAN. I can not get it out of my head that you have not been fair as between the express company and the Government. That rate that you showed of \$10.01, and the Government paid to the railroad \$9.03 and the express company had it carried for \$2.85. Now, the express company got net out of that proposition one-half of \$5.70 rate, or \$2.85. The whole trouble lies with the railroads, and the railroads all over the country have appealed that they should have a higher rate, and your indictment should be against the railroads.

Mr. KINDEL. Mr. Speaker, I am amazed at the question that the gentleman asks. My proposition would give the railroad company 50 per cent more for carrying than they are getting to-day. For the clarification of the gentleman from Connecticut [Mr. DONOVAN], I insert here the rate on 100 pounds from New York to Denver:

Parcel post	\$10.01
Railroad cost	9.03
Express	5.70
One-half express charge for railroad pay	2.85
Kindel 50 per cent added	1.42
Pick-up and delivery charge	.30

Kindel proposed rate 4.57

Why should the citizen pay \$10.01 for service which could be done at a profit for \$4.57? Why overcharge him \$5.44?

If anybody but the United States Post Office did rob the public like that, he would undoubtedly be arrested for larceny or for violation of the Sherman Act.

The charges of the railroad to the United States Government for carrying parcel post from the Atlantic to the Pacific coast points is 14 cents the pound. In this case the Post Office pays a penalty of 2 cents on every pound of parcel post it carries.

The New York postmaster, in his report to the Senate Postal Committee for the week ending May 2, 1914, shows he carried over 100,000 pounds to and from the eighth zone.

It is only fair to presume that one-half this amount went to the thickly populated Pacific coast towns. Hence I make this deduction that the post office carried 50,000 pounds parcel post in one week in this instance at a direct loss of \$1,000; this multiplied by 52 weeks in the year would be \$52,000. Dare the Postmaster General or the New York postmaster challenge my statement? Then if I am correct in this one example of foolish and disastrous post-office management, how much more could be added if all the Atlantic coast offices were added to this computation?

Mr. Morgan, New York City's postmaster, is a very fine gentleman, but according to his own report he flagrantly violated the parcel-post laws eighty-five times in one week, yet I have seen no report of his being called on the carpet and fined by the Postmaster General \$4,000, or even \$4. Though I greatly respect the New York postmaster, I confess I "snitched" on him, believing it was my sworn duty to do so.

Mr. LOBECK. Mr. Speaker, will the gentleman yield?

Mr. KINDEL. Yes.

Mr. LOBECK. Your idea is that the Government should not pay any more to the railroads than the express companies do at this time?

Mr. KINDEL. I told you before that I make this proposition, that I would pay the railroads 50 per cent more than the express companies do and then cut present parcel-post rates from 20 to 50 per cent.

Mr. LOBECK. Why should you pay more?

Mr. KINDEL. I could give it to the railroads out of sympathy, and then I could show you how I could make money for the people, the Government, and the railroads, and make the cost of living really cheaper, which was, and is, the purpose of parcel post.

Mr. BARTON. Will the gentleman yield?

Mr. KINDEL. I would if I could, and I regret that I can not yield if I am expected to finish in the allotted time.

Mr. BARTON. I simply want to say that we want to hear the rest of the gentleman's statement, and I suggest that the gentleman does not yield any more.

Mr. KINDEL. I want to show the computation under these several prepared tables. On these 10 points—and this is figured on a Burroughs adding machine, and there can not be any question about the figures—the parcel-post rate totaled as \$266.95. To similar points east it is \$264.97. Now, there is but \$2 difference on parcel post, but when you get to the express rates over the same territory it is \$146.05 in the East and \$246.22 in the West. How are we supposed to do business and compete with the rest of the world. The Kindel-Burleson rate, which I have shown you, pays the railroads 50 per cent more, makes it \$197 West and \$120 East. That is based on the express rate. Now, the first thing I did when I was notified of my election to Congress and while I was tied up in bed with a broken leg I perfected an automatic graduate of nine zones. To figure a rate you multiply the number of zone by the number of pounds and add three and you automatically get the rate. For instance, you desire the rate from New York to Denver, which is in the seventh zone. Now, what is the rate on 10 pounds? [See Table No. 10.] It is 10 times 7 plus 3, equaling 73 cents. It works out beautifully, and up to 50 pounds nobody has beaten it so far. For simplicity, and excellence it beats Secretary Lane's \$225,000 tariff to the express company, and for which I compliment him most highly. My graduate is so simple and perfect that I have had it copyrighted and dedicated to President Wilson and presented through him to the people of the United States, and I again announce it here that it is yours if you want to use it. I now take up another table, No. 6:

TABLE No. 6.—Kindel's exhibit; 100 pounds parcel-post and express rates.

Miles.					Mdse.
1,377	Denver to San Francisco	Food—Express	\$5.06	\$6.02—P. P.	
	" " "	Food—K. & B.	4.00	6.75—Exp.	
				5.35—K. & B.	
1,256	Denver to Cincinnati	Food—Express	\$3.23	\$8.01—P. P.	
	" " "	Food—K. & B.	2.71	4.30—Exp.	
				3.52—K. & B.	
1,933	Denver to New York	Food—Express	\$4.28	\$10.01—P. P.	
	" " "	Food—K. & B.	3.51	5.70—Exp.	
				4.58—K. & B.	
915	Cincinnati to Boston	Food—Express	\$1.84	\$6.02—P. P.	
	" " "	Food—K. & B.	1.63	2.45—Exp.	
				2.13—K. & B.	
1,201	Cincinnati to San Antonio	Food—Express	\$3.53	\$8.01—P. P.	
	" " "	Food—K. & B.	2.94	4.70—Exp.	
				3.82—K. & B.	
1,763	Cincinnati to Salt Lake	Food—Express	\$5.14	\$10.01—P. P.	
	" " "	Food—K. & B.	4.15	6.85—Exp.	
				5.33—K. & B.	
1,280	Portland, Me., to Nashville	Food—Express	\$2.40	\$6.02—P. P.	
	" " "	Food—K. & B.	2.10	3.20—Exp.	
				2.70—K. & B.	
1,300	Portland, Me., to St. Louis	Food—Express	\$2.37	\$8.01—P. P.	
	" " "	Food—K. & B.	2.07	3.15—Exp.	
				2.60—K. & B.	
2,170	Portland, Me., to Denver	Food—Express	\$4.47	\$10.01—P. P.	
	" " "	Food—K. & B.	3.64	5.95—Exp.	
				4.75—K. & B.	

Legend.—The food rates are 25 per cent less than merchandise—by express. The K. & B. rates are combination of Kindel and Burleson rates.

Here (see Table No. 6) I have taken three points—that is, one point with three points—and I show you the parcel-post rates there are \$6.02, \$8.01, and \$10.01 on the 100 pounds. I am giving the mileage between points for convenience sake. Here [pointing] is Denver to Cincinnati, the second example on the diagram. The rate by parcel post, 100 pounds, would be \$8.01, or by express \$4.30. Now, if it is a food product or a drinkable product—except candy—then it is allowed 25 per cent less, or \$3.23 by express. If you apply the Kindel-Burleson system of mine to the latter, it is \$2.71 on food products as against \$8.01, the parcel-post rate. The merchandise express rate is \$4.30, which, under the Kindel-Burleson system—which pays the railroads 50 per cent more than express companies—it would be \$3.52 as against \$8.01. And you tell me it can not be done? The parcel post is

a big thing; it is the biggest thing that has been sadly ignored and neglected in this House, and I am amazed that four hundred and thirty-odd Members sit here and let this Post Office mismanagement go on unchallenged.

From Portland, Me., to St. Louis the express rate for 100 pounds is \$3.15.

Now, that is the territory east, where they are paying 10 cents the unit, where we in the West, of the one hundred and fifth meridian, pay 23 cents the unit. It is a shame that the people of my section are treated in this unjust fashion. I warrant you they will not stand for it complacently any longer. Watch the coming election returns.

Mr. SAMUEL W. SMITH. Will the gentleman yield for a question?

Mr. KINDEL. I will.

Mr. SAMUEL W. SMITH. Has the gentleman asked for a hearing on this proposition before the Committee on the Post Office and Post Roads?

Mr. KINDEL. Yes, I have; and I have been denied.

Mr. SAMUEL W. SMITH. When?

Mr. KINDEL. Some time ago, and Mr. Moon, chairman of the Post Office and Post Roads Committee, told me that he had no time, that he had to attend to other matters. How long do you think the American people are going to be fooled by the present parcel post once their attention is called to these inconsistencies? Now, you can take the comparative parcel-post and express rates. (See Table No. 7.)

Table No. 7.

MERCHANDISE RATES BETWEEN—

San Francisco, Cal.			Norton, Kans.			New York, N. Y.		
1,678 miles			1,642 miles					
Parcel-post rate.	Express rate.	Kindel-Burleson rate.	Weight.	Parcel-post rate.	Express rate.	Kindel-Burleson rate.		
\$0.41	\$0.59	\$0.45	5 pounds	\$0.41	\$0.44	\$0.37		
.81	.97	.78	10 pounds	.81	.67	.54		
1.61	1.75	1.38	20 pounds	1.61	1.15	.94		
4.01	4.07	3.20	50 pounds	4.01	2.57	2.08		
8.01	7.95	6.25	100 pounds	8.01	4.95	4.01		
14.85	15.33	12.09	Totals	14.85	9.78	7.94		

On this chart it is to be observed that the parcel-post rates are the same in both sections, while the express rates run over 50 per cent higher west than east; also that the Kindel-Burleson rates are 30 per cent less than express rates, which are 50 per cent less than parcel-post rates east of Norton, Kans.

Remember, too, Kindel rates are based on paying railroad companies 50 per cent more than express contract calls for.

Can you beat it? Why not adopt Kindel's proposed rates?

Norton, Kans., as you will observe, is a center point between New York and San Francisco. I remember, getting back to freight rates, that from Kansas City to Norton, Kans., the freight rate on 100 pounds first class is 44 cents; for the second half, Norton, Kans., to Denver, it is 1.18. Can anybody figure out how the man at Norton, Kans., can buy a dollar's worth in Denver with that kind of unjust and discriminative rates? I want to make this charge and challenge right here; I have done it in Denver, and I will do it here now. I am ready to debate with anybody that my city of Denver pays 100 per cent higher transportation rates per ton per mile than any city of its size in the Union, and I will take the affirmative side, my opponents can select the judges, and I will promise to convince my hearers. In reference to Table No. 3 I have taken their exact copy, except that I have substituted parcel-post rates for old express rates, as a warning to the public to beware of the parcel post. [Applause.] Now, do you not believe parcel-post patrons are getting fooled? You remember some time ago the Postmaster General threatened to sue me for \$4,000 for putting a rubber stamp on my previous parcel-post speech, but he has not collected yet, I am glad to say. [Laughter.]

The parcel-post rates beyond the second zone are invariably higher than express rates from East to West, and if shippers only knew and had this information they surely would ship via express and save money. And yet there are Democratic champions who contend that this present parcel post has done much to cheapen the cost of living. I deny it. It is a fool thing all the way through, in size, in weight, and in rates. I have reports here from various cities, but time and space forbid my using them in this argument. How much time have I remaining, Mr. Speaker?

The SPEAKER. The gentleman has 10 minutes remaining.

Mr. KINDEL. Now, these rates that I have figured from Denver to these several points you can study at your leisure.

Every State having two Senators, I selected two cities in each State that were on railroad and enjoyed both express and post office, with the following result.

The rates are on 20 pounds, the present weight limit beyond the second zone.

TABLE No. 8.—Showing rates from Denver to various cities, from New York to various cities, and between various points.

[Express rates are shown in roman figures and parcel-post rates in italic; rates to my city (Denver) are emphasized by heavy line.]

From Denver to—	20-pound express rate.	20-pound parcel-post rate.
1. Fayette, Ala.	\$1.19	<i>\$1.61</i>
2. Dothan, Ala.	1.31	<i>1.61</i>
3. Fayetteville, Ark.	.83	<i>1.22</i>
4. Monticello, Ark.	1.12	<i>1.22</i>
5. Tucson, Ariz.	1.05	<i>1.22</i>
6. Holbrook, Ariz.	.90	<i>.83</i>
7. Eureka, Cal.	1.81	<i>1.61</i>
8. Truckee, Cal.	1.51	<i>1.22</i>
9. Danbury, Conn.	1.30	<i>2.01</i>
10. Plainfield, Conn.	1.32	<i>2.01</i>
11. Dover, Del.	1.27	<i>2.01</i>
12. Georgetown, Del.	1.29	<i>2.01</i>
13. Washington, D. C.	1.25	<i>2.01</i>
14. Baldwin, Fla.	1.43	<i>2.01</i>
15. Pensacola, Fla.	1.34	<i>1.61</i>
16. Brunswick, Ga.	1.43	<i>2.01</i>
17. Rome, Ga.	1.19	<i>1.61</i>
18. Boise, Idaho.	1.16	<i>1.22</i>
19. Montpelier, Idaho.	.88	<i>.83</i>
20. Chicago, Ill.	1.00	<i>1.22</i>
21. Springfield, Ill.	.96	<i>1.22</i>
22. Muncie, Ind.	1.00	<i>1.61</i>
23. Evansville, Ind.	1.00	<i>1.22</i>
24. Marshalltown, Iowa.	.90	<i>1.22</i>
25. Council Bluffs, Iowa.	.74	<i>.83</i>
26. Great Bend, Kans.	.65	<i>.83</i>
27. Wichita, Kans.	.72	<i>.83</i>
28. Elizabethtown, Ky.	1.05	<i>1.61</i>
29. Covington, Ky.	1.02	<i>1.61</i>
30. Napoleonville, La.	1.25	<i>1.61</i>
31. Shreveport, La.	1.05	<i>1.22</i>
32. Augusta, Fla.	1.37	<i>2.40</i>
33. Portland, Me.	1.35	<i>2.01</i>
34. Hagerstown, Md.	1.22	<i>2.01</i>
35. Baltimore, Md.	1.25	<i>2.01</i>
36. Chatham, Mass.	1.37	<i>2.01</i>
37. Boston, Mass.	1.32	<i>2.01</i>
38. Marshall, Mich.	1.08	<i>1.61</i>
39. Detroit, Mich.	1.10	<i>1.61</i>
40. New Ulm, Minn.	.93	<i>1.22</i>
41. St. Paul, Minn.	.93	<i>1.22</i>
42. Ellisville, Miss.	1.22	<i>1.61</i>
43. Jackson, Miss.	1.16	<i>1.22</i>
44. Boonville, Mo.	.86	<i>1.22</i>
45. St. Louis, Mo.	.93	<i>1.22</i>
46. Missoula, Mont.	1.27	<i>1.22</i>
47. Billings, Mont.	.93	<i>.83</i>
48. Grand Island, Nebr.	.61	<i>.83</i>
49. Sidney, Nebr.	.48	<i>.24</i>
50. Austin, Nev.	1.24	<i>1.22</i>
51. Elko, Nev.	1.10	<i>.83</i>
52. Concord, N. H.	1.33	<i>2.01</i>
53. Manchester, N. H.	1.32	<i>2.01</i>
54. Atlantic City, N. J.	1.39	<i>2.01</i>
55. Trenton, N. J.	1.28	<i>2.01</i>
56. Albuquerque, N. Mex.	.71	<i>.83</i>
57. Deming, N. Mex.	.87	<i>.83</i>
58. Rochester, N. Y.	1.22	<i>2.01</i>
59. New York, N. Y.	1.30	<i>2.01</i>
60. Durham, N. C.	1.37	<i>2.01</i>
61. Asheville, N. C.	1.24	<i>1.61</i>
62. Fargo, N. Dak.	.96	<i>1.22</i>
63. Bismarck, N. Dak.	.96	<i>.83</i>
64. Cincinnati, Ohio.	1.02	<i>1.61</i>
65. Cleveland, Ohio.	1.10	<i>1.61</i>
66. Poteau, Okla.	.90	<i>1.22</i>
67. Muskogee, Okla.	.86	<i>.83</i>
68. Astoria, Oreg.	1.63	<i>1.61</i>
69. Baker City, Oreg.	1.25	<i>1.22</i>
70. Look Haven, Pa.	1.22	<i>2.01</i>
71. Pittsburgh, Pa.	1.14	<i>1.61</i>
72. Kingston, R. I.	1.32	<i>2.01</i>
73. Providence, R. I.	1.32	<i>2.01</i>
74. Florence, S. C.	1.38	<i>2.01</i>
75. Columbia, S. C.	1.36	<i>1.61</i>
76. Deadwood, S. Dak.	.68	<i>.83</i>
77. Aberdeen, S. Dak.	.90	<i>.83</i>
78. Murfreesboro, Tenn.	1.13	<i>1.61</i>
79. Memphis, Tenn.	1.05	<i>1.22</i>
80. Fort Worth, Tex.	.93	<i>1.22</i>
81. El Paso, Tex.	.90	<i>.83</i>
82. Price, Utah.	.78	<i>.83</i>
83. Salt Lake City, Utah.	.90	<i>.83</i>
84. Montpelier, Vt.	1.32	<i>2.01</i>
85. Rutland, Vt.	1.32	<i>2.01</i>
86. Charlottesville, Va.	1.25	<i>2.01</i>
87. Staunton, Va.	1.22	<i>1.61</i>
88. Seattle, Wash.	1.55	<i>1.61</i>
89. Spokane, Wash.	1.47	<i>1.22</i>
90. Martinsburg, W. Va.	1.22	<i>2.01</i>
91. Wheeling, W. Va.	1.12	<i>1.61</i>
92. Madison, Wis.	1.00	<i>1.22</i>
93. Milwaukee, Wis.	1.02	<i>1.22</i>
94. Evanston, Wyo.	.79	<i>.83</i>
95. Cheyenne, Wyo.	.44	<i>.24</i>

TABLE No. 8.—Showing rates from Denver and New York to various points, etc.—Continued.
[Express rates are shown in roman figures and parcel-post rates in italic.]

From New York to—	Distance.	First-class freight rate.	100-pound express rate.	20-pound express rate.	20-pound parcel-post rate.
	<i>Miles.</i>				
Chicago, Ill. ²	912	\$0.75	\$2.40	\$0.64	<i>\$1.22</i>
Philadelphia, Pa. ³	91	.22	.90	.34	<i>.24</i>
Boston, Mass. ⁴	235	.34	1.00	.36	<i>.44</i>
St. Louis, Mo. ⁵	1,065	.88	2.60	.68	<i>1.22</i>
Pittsburgh, Pa. ⁶	444	.45	1.20	.46	<i>.58</i>
Cleveland, Ohio ⁷	584	.53	1.90	.54	<i>.83</i>
San Francisco, Cal. ⁸	3,191	3.70	10.40	2.24	<i>2.40</i>
Cincinnati, Ohio ⁹	757	.65	2.15	.59	<i>.88</i>
Detroit, Mich. ¹⁰	693	.59	2.15	.59	<i>.88</i>
Kansas City, Mo. ¹¹	1,342	1.43	3.50	.85	<i>1.06</i>
Baltimore, Md. ¹²	188	.34	1.00	.36	<i>.44</i>
Minneapolis, Minn. ¹³	1,332	1.15	3.70	.90	<i>1.22</i>
Buffalo, N. Y. ¹⁴	442	.39	1.50	.46	<i>.58</i>
Los Angeles, Cal. ¹⁵	3,149	2.70	9.70	2.10	<i>2.40</i>
Milwaukee, Wis. ¹⁶	997	.75	2.60	.68	<i>1.06</i>
Washington, D. C. ¹⁷	228	.37	1.25	.41	<i>.44</i>
Indianapolis, Ind. ¹⁸	825	.70	2.30	.62	<i>1.22</i>
St. Paul, Minn. ¹⁹	1,322	1.15	3.70	.90	<i>1.22</i>
Denver, Colo. ²⁰	1,980	2.50	5.70	1.30	<i>2.01</i>
Atlanta, Ga. ²¹	876	1.17	3.05	.77	<i>1.22</i>
Rochester, N. Y. ²²	373	.35	1.50	.46	<i>.58</i>
Louisville, Ky. ²³	871	.75	2.40	.64	<i>1.22</i>
New Orleans, La. ²⁴	1,372	1.18	4.50	1.06	<i>1.06</i>
Omaha, Neb. ²⁵	1,405	1.43	3.70	.90	<i>1.06</i>
Portland, Ore. ²⁶	3,204	3.70	10.00	2.16	<i>2.40</i>
Seattle, Wash. ²⁷	3,136	3.70	9.95	2.15	<i>2.40</i>
Columbus, Ohio ²⁸	637	.59	2.00	.56	<i>.88</i>
Providence, R. I. ²⁹	190	.31	1.00	.36	<i>.44</i>
Des Moines, Iowa ³⁰	1,270	1.25	3.30	.82	<i>1.06</i>
Toledo, Ohio ³¹	705	.59	2.15	.59	<i>.88</i>
Dallas, Tex. ³²	1,773	2.35	5.20	1.20	<i>1.66</i>
Richmond, Va. ³³	343	.37	1.55	.47	<i>.58</i>
Memphis, Tenn. ³⁴	1,157	1.00	3.25	.81	<i>1.22</i>
Dayton, Ohio ³⁵	708	.63	2.15	.59	<i>.88</i>
Syracuse, N. Y. ³⁶	293	.35	1.40	.44	<i>.58</i>
Nashville, Tenn. ³⁷	998	.91	2.85	.73	<i>1.22</i>
Springfield, Mass. ³⁸	139	.22	1.00	.36	<i>.44</i>
Albany, N. Y. ³⁹	145	.26	1.00	.36	<i>.44</i>
Grand Rapids, Mich. ⁴⁰	821	.72	2.30	.62	<i>1.22</i>
Houston, Tex. ⁴¹	1,734	2.35	5.40	1.24	<i>1.66</i>
Jacksonville, Fla. ⁴²	983	1.06	3.35	.83	<i>1.22</i>
Worcester, Mass. ⁴³	193	.32	1.00	.36	<i>.44</i>
Spokane, Wash. ⁴⁴	2,797	3.50	9.00	1.96	<i>2.40</i>
Salt Lake City, Utah ⁴⁵	2,442	3.15	7.75	1.71	<i>2.40</i>

From—	Distance between.	First-class freight rate.	100-pound express rate.	20-pound express rate.	20-pound parcel-post rate.
	<i>Miles.</i>				
New York to Chicago	912	\$0.75	\$2.40	\$0.64	<i>\$1.22</i>
Chicago to Philadelphia	821	.73	2.30	.62	<i>1.22</i>
Philadelphia to Boston	326	.35	1.40	.44	<i>.58</i>
Boston to St. Louis	1,230	.88	2.75	.71	<i>1.61</i>
St. Louis to Pittsburgh	621	.66	2.10	.58	<i>.88</i>
Pittsburgh to Brooklyn	446	.45	1.80	.46	<i>.58</i>
Brooklyn to Cleveland	586	.53	1.85	.53	<i>.83</i>
Cleveland to San Francisco	2,686	3.60	9.65	2.09	<i>2.40</i>
San Francisco to Cincinnati	2,577	3.50	9.65	2.09	<i>2.40</i>
Cincinnati to Detroit	271	.38	1.25	.41	<i>.44</i>
Detroit to Kansas City	714	1.01	2.85	.67	<i>1.22</i>
Kansas City to Baltimore	1,211	1.44	3.20	.80	<i>1.22</i>
Baltimore to Minneapolis	1,222	1.07	3.50	.86	<i>1.22</i>
Minneapolis to Buffalo	945	.95	3.00	.76	<i>1.22</i>
Buffalo to Los Angeles	2,774	3.60	9.35	2.03	<i>2.40</i>
Los Angeles to Milwaukee	2,350	3.40	9.10	1.98	<i>2.01</i>
Milwaukee to Washington	875	.72	2.50	.66	<i>.88</i>
Washington to Indianapolis	664	.62	2.00	.56	<i>.88</i>
Indianapolis to St. Paul	593	.81	2.35	.63	<i>.88</i>
St. Paul to Denver	874	1.62	3.85	.93	<i>1.22</i>
Denver to Newark	1,921	2.40	5.60	1.28	<i>2.01</i>
Newark to Atlanta	867	1.17	2.95	.75	<i>1.22</i>
Atlanta to Rochester	1,002	1.26	3.20	.80	<i>1.22</i>
Rochester to Louisville	608	.53	2.00	.56	<i>.88</i>
Louisville to New Orleans	778	.90	2.95	.75	<i>1.22</i>
New Orleans to Omaha	1,080	1.15	4.10	.98	<i>1.22</i>

TABLE No. 9.—Parcel-post and express rates on books now in effect.

Weight.	From New York to—													
	Philadelphia.		Buffalo.		Detroit.		Chicago.		Omaha.		Denver.		San Francisco.	
	Zones.													
	2		3		4		5		6		7		8	
	Parcel-post rate.	Express rate.	Parcel-post rate.	Express rate.	Parcel-post rate.	Express rate.	Parcel-post rate.	Express rate.	Parcel-post rate.	Express rate.	Parcel-post rate.	Express rate.	Parcel-post rate.	Express rate.
8 ounces.....	\$0.04	\$0.15	\$0.04	\$0.15	\$0.04	\$0.15	\$0.04	\$0.15	\$0.04	\$0.15	\$0.04	\$0.15	\$0.04	\$0.15
9 ounces.....	.05	.15	.07	.15	.08	.15	.09	.15	.10	.15	.11	.15	.12	.15
16 ounces.....	.05	.15	.07	.15	.08	.15	.09	.15	.10	.15	.11	.15	.12	.15
17 ounces.....	.06	.15	.12	.15	.14	.15	.16	.15	.19	.15	.21	.15	.24	.15
32 ounces.....	.06	.16	.12	.16	.14	.16	.16	.16	.19	.16	.21	.16	.24	.16
48 ounces.....	.07	.22	.17	.24	.20	.24	.23	.24	.28	.24	.31	.24	.36	.24
64 ounces.....	.08	.23	.22	.25	.26	.28	.30	.29	.37	.32	.41	.32	.48	.32

TABLE No. 8.—Showing rates from Denver and New York to various points, etc.—Continued.

From—	Distance between.	First-class freight rate.	100-pound express rate.	20-pound express rate.	20-pound parcel-post rate.
	<i>Miles.</i>				
Omaha to Portland, Ore.	1,799	\$3.00	\$8.05	\$1.77	<i>\$1.91</i>
Portland, Ore., to Seattle	185	.30	1.40	.44	<i>.54</i>
Seattle to Columbus, Ohio	2,538	3.60	9.20	2.00	<i>2.40</i>
Columbus, Ohio, to Providence	827	.64	2.25	.61	<i>.83</i>
Providence to Des Moines	1,382	1.25	3.50	.86	<i>1.61</i>
Des Moines to Toledo	602	.88	2.20	.60	<i>.85</i>
Toledo to Dallas	1,145	1.87	4.10	1.08	<i>1.22</i>
Dallas to Richmond	1,370	2.23	4.95	1.15	<i>1.61</i>
Richmond to Memphis	902	.89	3.25	.81	<i>1.22</i>
Memphis to Dayton	550	.89	2.10	.58	<i>.83</i>
Dayton to Syracuse	539	.80	1.40	.44	<i>.58</i>
Syracuse to Hartford	277	.38	1.40	.44	<i>.54</i>
New Haven to Nashville	1,074	.91	2.95	.75	<i>1.22</i>
Nashville to Springfield, Mass.	1,146	.95	3.05	.77	<i>1.22</i>
Albany to Jersey City	143	.26	1.00	.36	<i>.44</i>
Jersey City to Grand Rapids	819	.72	2.25	.61	<i>.83</i>
Grand Rapids to Houston	1,278	1.87	4.40	1.04	<i>1.61</i>
Houston to Jacksonville	978	1.82	3.75	.91	<i>1.22</i>
Jacksonville to Worcester, Mass.	1,176	1.13	3.75	.91	<i>1.22</i>
Worcester, Mass., to Spokane	2,875	3.50	9.15	1.99	<i>2.40</i>
Spokane to Salt Lake City	922	1.72	4.40	1.04	<i>.85</i>

Now, if you take New York City, with all the other points, and you want to find out the rate on 20 pounds between any point near any other point given in table within 150 miles, simply add 24 cents to it. That is what the express companies and mail-order houses are doing. You can ship 100 pounds from New York to Des Moines, Iowa, by express, and reship in five 20-pound packages at Des Moines via parcel post and save \$5 a hundred pounds by combination express and parcel post as against all parcel post from the initial point to destination points. The New York Suit & Cloak Co. and others are doing that very thing to-day. The mail-order houses in Buffalo, Chicago, and New York are doing the same thing, to the detriment of the little dealer and the Government, and that is why I wanted to go to Kansas and show the people, especially the small storekeepers out there, and help Senator Bailew, who has proposed in the Senate my parcel-post graduate, which is a reasonable and simple graduate. I do not know Senator Bailew intimately, but I admire him, not because he is a Republican, but because he has the courage to stand for what he thinks is right. He is an energetic and intelligent worker. The people of Kansas and the United States will miss his valuable services.

All over the West the complaint is made that the parcel-post rates to the second zone are entirely too low and have played havoc with our freight trains and stage coaches. Our Government in numerous instances is forced to pay several hundred per cent higher for hauling than it receives for carrying packages. Many of our freight trains and stage lines have already or are about to quit business because they can not possibly carry parcels post on overland routes at the price that is paid them by the Government. To illustrate: First-class railroad freight rates from Denver to Steamboat Springs is \$1.60 a hundred. The parcel post, in two packages, is \$1.08, out of which the railroad company is paid only 80 cents for fast-train haulage. On the stage routes these comparisons become increasingly greater.

Note how our post office will carry 8 ounces of books from New York to San Francisco at 4 cents, but for 9 ounces of books it charges 12 cents; in other words, you must pay 8 cents for the additional ounce weight. On an additional ounce above the pound you must pay 12 cents in each instance between the same points. Has there ever been so arbitrary and idiotic a tariff proposed or in use anywhere but in this great and glorious country of ours?

HOW IT WORKS OUT.

DENVER, COLO., July 29, 1914.

Hon. GEO. J. KINDEL, Washington, D. C.

DEAR GEORGE: I read your last remarks anent parcel-post charges to Mexico and must congratulate you on your fine work. You have been dealing sledge-hammer blows at the incompetency and the inequitable charges—all more or less in the interests of railroads and express companies.

Let me give you a detail in my own experience. God only knows why photographs are not merchandise, but unless a package weighs 4 pounds we must send as "printed matter," and consequently when a package of photographs would ordinarily demand 15, 20, 25, or 30 cents (anything at all over 8 cents) we simply add boards and heavy cardboard, a piece of iron or a nail or two and bring the weight up to 4 pounds or over. Then it goes for the lowest possible rate. Last week I had a package that weighed 3½ pounds. The rate would be 32 cents, but by adding a few heavy cardboards I brought it up to 4 pounds and it went for 8 cents. Can you beat it? The heavier the package the less it costs to ship. I hope you will run again for Congress.

Yours, truly,

C. A. NAST.

Another sample of freakish interstate-commerce ruling which happened right here in Washington recently was when Judge Will R. King, general counsel of the United States Reclamation Service, concluded he would return a borrowed steamer trunk to a friend of his living in Hyattsville, Md., 10 miles distant, which was too large in size to ship by parcel post. He had it taken to the depot, paid 17 cents for a passenger ticket, and then asked the agent to check the trunk on said ticket. The agent discovered the trunk was unlocked, although it was roped. He stated he could not check it unless Judge King would assume the risk of damage to its contents. This the judge readily consented to do, with a ha! ha! remarking that as nothing was in the trunk he would assume the risk. Upon being informed that the trunk was empty the agent stated that under the rules established by the Interstate Commerce Commission he could not check an empty trunk. Thereupon the judge brought forth a penny, wrapped it in a newspaper in ball fashion, and placed it in the trunk. Here the agent again protested, and reminded the judge that money was not wearing apparel, also that the rules inhibit a trunk being checked unless it contained bona fide wearing apparel. The resourceful Judge King instantly proceeded to take off one of his socks, wrapped it in paper addressed to himself, attached a parcel-post stamp, and placed same in the trunk with the deft, "Now, I trust you will comply with the imperialistic orders of your railroad and the Interstate Commerce Commission and check that trunk." The agent with a look of scorn and defeat sullenly performed his function and checked the trunk. Needless to say the trunk arrived at its destination, the law was vindicated, and the judge was satisfied when his sock was returned to him by parcel post.

Referring now to Table No. 10, I show rates between 33 points with each other on 50-pound parcel-post, express, and Kindel graduate rates; also the Kindel graduate table, with key and suggestion. In many instances it cost 275 per cent higher by parcel post than by express.

Why boast of our intelligence and brag about our parcel post? Our Postmaster General goes on to tell you what legislation we need as to architecture of post-office buildings. If he is no better authority on architecture than on parcel-post rates, God help the country. [Laughter.]

Mr. HULINGS. Will the gentleman yield?

Mr. KINDEL. I will.

Mr. HULINGS. In the small parcels, up to 5 and 10 pounds, is not the parcel-post rate much cheaper than the express rates?

Mr. KINDEL. If the same insurance of packages is carried, no. In the 150-mile radius, up to 5 pounds only, in some cases, yes—depending on geography.

Here is the cause of it all:

[Mr. KINDEL here exhibited a parcel-post map, on which the residence of the 21 members of the committee are indicated by marks.]

Every one of the 14 Democratic members of the Interstate and Foreign Commerce Committee resides within the circle of 650 miles, which is east of the ninety-seventh meridian. Every Democratic member of the committee is a lawyer by profession, and that is why I told them in Democratic caucus there was not a man among them that knew the difference between a bill of lading and a bill of fare. The three members of the committee that are shown west of the ninety-seventh meridian are Republicans.

Denver is located over here—one hundred and fifth meridian [indicating]. We had a representative on this committee in the last Congress, and before I came here. Every one of my colleagues, with the Senators, came to my bedside and promised me they would get me on that committee; but I did not get on, and that is why I am ready to tell on the floor of the House instead of in committee what I know about transportation rates. This shows the apparent discrimination. I regret

that permission to insert the following maps in reduced size has been denied me.

There [indicating] is the Post Office and Post Roads Committee, within a circle of 600 miles. The fourteenth one is down in Texas—a Democrat—and the sixteenth is the Republican gentleman from Minnesota [Mr. STEENBERSON]. No wonder we are paying these outrageous transportation rates. Talk about getting a square deal—

Mr. GOOD. Will the gentleman yield?

Mr. KINDEL. Yes.

Mr. GOOD. Does the gentleman claim that a revision of the laws along the lines he has submitted, so as to give a lower parcel-post rate, would reduce the cost of living?

Mr. KINDEL. Surely.

Mr. GOOD. I would like to ask the gentleman another question. Does the book from which he read, called "Democratic Achievement," point out the lowering of the cost of living in any way?

Mr. KINDEL. That is what they infer, but there is no proof of it. I am showing you by proof that there is not.

The Ways and Means Committee is within that circle of 650 miles. Denver is located out here. There is one Democrat, No. 10—Mr. GARNER from Texas—and No. 21 is the Progressive gentleman, Mr. VICTOR MURDOCK, our esteemed friend from Kansas. He is out here on line of ninety-seventh meridian [indicating]. Outside of those two we have not a soul from the trans-Mississippi West on that committee.

Here is the Appropriations Committee. Here is Denver [pointing]. The only committeeman on this important committee west of ninety-seventh meridian is the Republican gentleman from Wyoming [Mr. MONDELL]. We of the West are not considered when it comes to making up committees. We might as well be off the map. Here is the Agricultural Committee. We are the recognized bread basket of the universe in this the trans-Mississippi West [pointing]. We have been fighting for relief from discriminative rates for years. That is why I consented to get into politics, and why I led the Democratic victory in Colorado.

Mr. JOHNSON of Washington. In the Agricultural Committee all the forest reserves are outside of the charmed circle, are they not?

Mr. KINDEL. I believe they are. I have not had the time to find out. I do know that all the committeemen on the Agricultural Committee reside within a circle of 650 miles and east of the one hundredth meridian. Denver, as usual, is out here in the cold. Next here is the Committee on Military Affairs, which does not interest us because we are a peace-loving people, notwithstanding Colorado coal-strike killings by United Mine dynamiters. What we want to show in this instance, as in all the others, is that the Democratic members, as usual, live all within the charmed circle of 650 miles east of the ninety-seventh meridian. The same applies to the Committee on Rivers and Harbors, the Committee on Foreign Affairs, and the Committee on Naval Affairs.

Of the chairmanships of the House, of which there are 57 in all, all Democrats, of course, and all of whom live within the circle of 800 miles and east of the one hundredth meridian. Of these 57 committee chairmen the greater and more important of the number are 17 committees, composed of 21 members each, and they are distributed as follows: Four in Virginia, the home of our Presidents; 2 in Missouri, the home of our Speaker; 2 in Alabama, the home of the Democratic leader; and 2 in Tennessee, the home of the chairman of the Post Office and Post Roads Committee; but none west of the one hundredth meridian.

Mr. JOHNSON of Washington. What else do northern and western Democrats expect?

Mr. KINDEL. Nothing. And, striking as it may seem, the committees number 57 exactly, like Heinz's varieties. [Laughter and applause.] They are all included in that circle—east of the one hundredth meridian, as shown here.

Mr. JOHNSON of Washington. Does the gentleman mean to say that all that country west of the Missouri River has not a chairmanship?

Mr. KINDEL. Yes. It has not a chairmanship; not one; while the State of Virginia has four.

Mr. SMITH of Minnesota. Mr. Speaker, will the gentleman yield?

Mr. KINDEL. Yes.

Mr. SMITH of Minnesota. What conclusion do you draw from the making up of committees as you represent them?

Mr. KINDEL. I draw this conclusion: That it is on a line of "taxation without representation." We ought to have some representation on these committees, but we have not got it, and

there is nobody to represent us; and they will not let me get into the committee room to present the facts. I am anxious and ready to show them that I am not, as I have been charged by my colleague, Mr. KEATING, the hired champion of any railroad or express company or other corporation, and, least of all, the champion of John D. Rockefeller, whom, I want to say, I fought on his oil fight many years ago, long before Mr. KEATING was thought of. I helped, too, in 1895, to get the Colorado Fuel & Iron Co. freight rates reduced from \$1.60 per hundredweight down to 45 cents to Pacific coast points; but that is no reason why I should not support Mr. John D. Rockefeller, jr., and others when in the right.

The SPEAKER. The time of the gentleman from Colorado has expired.

Mr. KINDEL. Mr. Speaker, I ask leave to extend my remarks in the RECORD.

Mr. FOWLER. Mr. Speaker, I ask unanimous consent that the gentleman may proceed for 10 minutes.

The SPEAKER. The gentleman from Illinois [Mr. FOWLER] asks unanimous consent that the gentleman from Colorado [Mr. KINDEL] may proceed for 10 minutes. Is there objection?

Mr. BUCHANAN of Illinois. Mr. Speaker, reserving the right to object, I want to ask the gentleman if he will couple with that the request that the gentleman from Maryland [Mr. LEWIS] may have 30 minutes after he has had 10 minutes.

The SPEAKER. The gentleman from Illinois [Mr. BUCHANAN] couples with that the request that the gentleman from Maryland [Mr. LEWIS] may have 30 minutes. Is there objection. [After a pause.] The Chair hears none, and the gentleman from Colorado will proceed for 10 minutes, and the gentleman from Maryland will have 30 minutes.

Mr. KEATING. Mr. Speaker, will the gentleman allow an interruption?

Mr. KINDEL. Yes.

Mr. KEATING. I am deeply interested in the maps which the gentleman has shown. Has the gentleman made a map showing the representation on the Committee on Public Lands, and on the Committee on Irrigation of Arid Lands, and on the Committee on Mines and Mining, and those other committees in which the West is particularly interested?

Mr. KINDEL. No. I ran out of maps. [Laughter.] If you want, and will furnish me with blank maps, I will make them for you. [Renewed laughter.]

Now, gentlemen, I want to show you what the result would be if Mr. LEWIS's scheme of rates should be carried out literally. I want to say that he has been the adviser of the Postmaster General and in effect his scheme is carried out, but in 400-mile jumps instead of 100 miles, and he gets that irreconcilable result in rates that I have demonstrated.

Now, the black circular lines indicate going westward and the red lines coming east would be 100 miles apart in Mr. LEWIS's proposition. One trouble I find with the present rates as they are to-day is that if we extended the weight limit from 20 pounds to 100 pounds, you could, beyond the third zone, save 95 cents a hundred. Does anybody know how to do that? No; not even the chairman of the Post Office Committee knows it, although I have shown how he could do it from his home, Chattanooga. In transportation that should not be permissible—that you reship at less than the sum of the through rate. It should never be permitted.

Now, my first scheme included 9 zones instead of 24, as Mr. LEWIS suggests. By the way, I will be glad at any time to accommodate Mr. LEWIS or anybody else and have this discussion in five-minute or longer turns, alternating, if he will do it. We can then the better explain and get the best results out of it. I have never worked so hard in my life as I have done in the past 18 months, and I have apparently got nowhere. [Laughter.]

This is the graduate that I perfected—see Table No. 10. To figure a rate, multiply zone by the pound and add 3. For example, take 8 zone and multiply by 10 pounds and add 3, and that makes 83 cents. Now, you ask why I say "add 3"? That was determined by the Post Office Committee as the overhead charge. All rates ought to show a declension as the distance increases. If 100 miles should be, say, \$1 rate, 200 hundred miles should not be \$2 simply because it is twice the distance. There should be a declension, which is recognized throughout the civilized and commercial world.

Mr. GOOD. Mr. Speaker, will the gentleman yield for one question?

Mr. KINDEL. Yes.

Mr. GOOD. The gentleman has one map which shows the rates, called the "Kindel-Burleson rates." It is a little con-

fusing. I was led to believe from the statement of the map that the Postmaster General had accepted it and was a party in making up the list. Is it a fact that he does not agree with your rate?

Mr. KINDEL. Oh, no; he does not know enough to do it. [Laughter.] So far he has shown no inclination to understand. He told me so, distinctly; and even the President himself, when I showed him some of these things and also the map, he first wanted to argue, but I soon convinced him that he did not know much if anything about transportation. He made the excuse, "I can not know all these things." I said to him, "My dear Mr. President, I know that. That is why I came down here to help."

The RECORD shows this morning that I offered a resolution that was instigated by a man in New York by the name of Wolf.

Mr. SMITH of Minnesota. Lamar.

Mr. KINDEL. Yes; that is the name. I do not know the man. The resolution I introduced was brought out by the Antitrust League, of which I have the honor to be a member, some of which members I have known for many years. It was the league and myself and another man who brought about the Stanley Steel Trust investigation several years ago. What the President did say on that matter of my resolution to investigate was that I was mistaken. I got my data from the courts and the papers, and when the error was brought to my attention I cut out that particular paragraph. But the rest is still there. It is the matter of the dissolution of the Union and Southern Pacific Railroads.

Then I was called before "His highness, the Secretary of State." [Laughter.] He wanted to know if I was a Democrat. I said, "Yes; I voted for you several times, and would vote for you again if I thought you were right, and if not I would not vote for you." I said, "I do not care for your politics, it is men and measures that count with me. If we can not get these things fixed—things that are so simple and vital like this parcel post—then I want to go home and attend to my knitting. Besides that, I do not want to linger in this heat, waiting in vain, and finally be Oslerized." [Laughter.]

Gentleman, I thank you for your attention. I ask leave, Mr. Speaker, to revise and extend my remarks in the RECORD.

The SPEAKER. The gentleman from Colorado asks unanimous consent to extend his remarks in the RECORD. Is there objection?

There was no objection.

Mr. KINDEL. In addition to the above, without any desire to encroach upon the patience of the House, I think I should further state a few more facts regarding the parcel post that are not generally known. As everybody is aware, the parcel post has been increased since the incumbency of the Democratic Party in weight from 11 pounds to as much as 50 pounds in the second zone and 20 pounds in all zones beyond. With the 11-pound maximum weight was adopted the European dimension, or size, of package, making 72 inches total. Of what benefit is the enlargement of the parcel post in cases—and there are many of them—where it is impossible for 72 inches to encompass the pounds of the goods to be shipped, without destroying the value of the same to a greater or less degree?

I had prepared for me by the Bureau of Standards a table of weights, under the 72-inch measure, of certain products of the soil. I will mention a few:

A cubic foot of apples contains 31 pounds. How can you ship 50 pounds of apples under the 72-inch measure?

A cubic foot of blueberries contains 27 pounds? How can you ship 50 pounds of blueberries by parcel post?

A cubic foot of grass seed weighs 11 pounds. How can you ship 50 pounds by parcel post?

A cubic foot of bolted corn meal weighs 35 pounds. How can you ship 50 pounds of corn meal by parcel post?

A cubic foot of onion sets weighs 18 pounds. How can you ship 50 pounds by parcel post?

A cubic foot of peanuts weighs 14 pounds. How can you ship 50 pounds by parcel post?

And so on.

OUR FOREIGN PARCEL POST.

Lord & Taylor, of New York City, have plants both in this country and in Germany. The rate on their 11-pound parcel from Germany to Cuba is 50 cents; to Costa Rica, 55 cents; to Mexico, 55 cents; to Nicaragua, 85 cents; to Panama, 60 cents; to Uruguay, 85 cents; to Colombia, 90 cents. The tax levied on parcels posted from their American plants to all countries with which we have parcel-post conventions is 11 pounds, \$1.32.

Table No. 10.

PARCEL POST, EXPRESS, AND PROPOSED KINDEL RATES, BASED ON 50-POUND SHIPMENTS.

		1	2	3	4	5	6	7	8	9	10	11	12	13	14
		Baltimore.	Birmingham.	Boston.	Buffalo.	Butte.	Cheyenne.	Chicago.	Cincinnati.	Cleveland.	Denver.	Detroit.	Galveston.	Indianapolis.	Kansas City, Mo.
1. Baltimore:	Parcel post rate..	\$3.02													
	Express rate.....	1.95													
2. Birmingham:	Kindel rate.....	2.03													
	Parcel post rate..	1.04	\$3.02												
	Express rate.....	.85	2.00												
3. Boston:	Kindel rate.....	1.03	2.53												
	Parcel post rate..	2.03	3.02	\$2.03											
	Express rate.....	.85	1.60	.90											
4. Buffalo:	Kindel rate.....	1.03	2.03	1.53											
	Parcel post rate..	6.00	5.01	6.00	\$5.01										
	Express rate.....	3.95	4.05	4.05	3.78										
5. Butte:	Kindel rate.....	2.53	3.03	2.53	3.53										
	Parcel post rate..	5.01	4.01	5.01	4.01	\$2.03									
	Express rate.....	2.98	2.35	3.05	2.73	2.43									
6. Cheyenne:	Kindel rate.....	2.03	2.53	2.53	3.03	1.53									
	Parcel post rate..	2.03	2.03	3.02	2.03	4.01	\$3.02								
	Express rate.....	1.23	1.30	1.35	1.00	3.38	2.18								
7. Chicago:	Kindel rate.....	1.53	1.53	2.03	1.53	2.53	2.03								
	Parcel post rate..	2.03	2.03	3.02	2.03	5.01	4.01	\$1.04							
	Express rate.....	1.05	1.25	1.33	.95	3.65	2.40	.78							
8. Cincinnati:	Kindel rate.....	1.53	1.53	2.03	1.53	3.03	2.53	1.03							
	Parcel post rate..	2.03	2.03	2.03	.54	5.01	4.01	1.04	\$1.04						
	Express rate.....	.95	1.45	1.10	.68	3.70	2.53	.80	.73						
9. Cleveland:	Kindel rate.....	1.03	1.53	1.53	.53	2.03	2.53	1.03	1.03						
	Parcel post rate..	5.01	4.01	5.01	4.01	3.03	.54	3.02	4.01	\$4.01					
	Express rate.....	2.83	2.68	3.00	2.65	2.70	.80	2.80	2.95	2.45					
	Kindel rate.....	2.03	2.53	3.53	3.03	1.53	.53	2.53	2.53	2.53					
10. Denver:	Parcel post rate..	2.03	2.03	2.03	1.04	5.01	4.01	1.04	1.04	.54	\$4.01				
	Express rate.....	1.15	1.43	1.33	.80	3.60	2.48	.73	.73	.68	2.45				
	Kindel rate.....	1.53	1.53	1.53	1.03	3.03	2.53	1.03	1.03	.68	2.53				
11. Detroit:	Parcel post rate..	4.01	2.03	5.01	4.01	5.01	3.02	3.02	3.02	3.02	4.01	\$3.02			
	Express rate.....	2.70	1.65	2.90	2.45	4.33	2.70	2.15	2.10	2.28	2.43	2.85			
	Kindel rate.....	2.53	1.53	3.03	3.03	3.03	2.53	2.53	2.03	2.53	2.53	2.53			
12. Galveston:	Parcel post rate..	2.03	2.03	3.02	2.03	4.01	3.02	.54	.54	1.04	3.02	1.04	\$3.02		
	Express rate.....	1.10	1.20	1.33	.95	3.33	2.25	.60	.55	.80	2.20	.73	2.05		
	Kindel rate.....	1.53	1.53	2.03	1.53	3.03	2.53	.53	.53	1.03	2.53	1.03	2.03	\$2.03	
13. Indianapolis:	Parcel post rate..	3.02	2.03	4.01	3.02	4.01	2.03	2.03	3.02	3.02	3.02	3.02	3.02	3.02	\$2.03
	Express rate.....	1.70	1.70	1.95	1.55	3.03	1.70	1.15	1.28	1.48	1.70	1.38	1.88	1.15	1.15
	Kindel rate.....	2.53	1.53	2.03	2.03	2.53	1.53	1.53	1.53	1.53	1.53	2.03	2.03	2.03	1.53
14. Kansas City, Mo.:	Parcel post rate..	6.00	6.00	6.00	6.00	3.02	3.02	5.01	6.00	6.00	3.02	6.00	4.01	5.01	\$4.01
	Express rate.....	4.85	4.40	5.10	4.78	3.08	3.30	4.45	4.00	4.70	3.85	4.65	3.90	4.55	4.00
	Kindel rate.....	4.03	3.53	4.03	4.03	2.03	2.03	3.53	3.53	3.53	2.03	3.53	3.03	3.53	3.03
15. Los Angeles:	Parcel post rate..	2.03	2.03	3.02	2.03	5.01	4.01	1.04	.54	1.04	3.02	1.04	3.02	.54	2.33
	Express rate.....	1.15	1.20	1.38	1.80	3.65	2.43	.73	.55	.85	2.25	.80	1.88	.70	1.25
	Kindel rate.....	1.53	1.03	2.03	1.53	3.03	2.53	1.03	.53	1.03	2.53	1.03	2.03	.53	1.53
16. Louisville:	Parcel post rate..	3.02	1.04	4.01	3.02	4.01	3.02	2.03	2.03	3.02	3.02	2.03	2.03	2.03	2.03
	Express rate.....	1.53	.88	1.88	1.43	3.35	2.50	1.15	1.15	1.33	2.33	1.30	1.80	1.06	1.33
	Kindel rate.....	2.03	1.03	2.53	2.03	3.03	2.03	1.53	1.53	2.03	2.03	1.53	1.53	1.03	1.03
17. Memphis:	Parcel post rate..	3.02	3.02	3.02	2.03	4.01	3.02	.54	1.04	1.04	3.02	1.04	4.01	1.04	2.03
	Express rate.....	1.35	1.48	1.48	1.10	3.80	2.20	.65	.90	.95	2.28	.80	2.75	.80	1.05
	Kindel rate.....	1.53	2.03	2.03	1.53	2.53	2.03	.53	1.03	1.03	2.03	1.03	2.53	1.03	1.53
18. Milwaukee:	Parcel post rate..	2.03	.54	3.02	2.03	5.01	4.01	2.03	1.04	2.03	3.02	2.03	3.02	1.04	2.03
	Express rate.....	1.33	.80	1.63	1.53	3.35	2.53	.88	1.78	1.15	2.40	1.05	1.85	.80	1.43
	Kindel rate.....	1.53	.53	2.03	1.53	3.03	2.53	1.53	1.03	1.53	2.53	1.53	2.03	1.03	1.53
19. Nashville:	Parcel post rate..	3.02	2.03	4.01	4.01	5.01	4.01	3.02	3.02	3.02	4.01	3.02	1.04	3.02	3.02
	Express rate.....	2.10	1.13	2.40	2.03	4.35	3.05	1.65	1.68	1.85	2.80	1.83	1.80	1.60	1.95
	Kindel rate.....	2.53	1.03	3.03	2.53	3.03	2.53	2.03	2.03	2.53	2.53	2.53	1.03	2.03	2.03
20. New Orleans:	Parcel post rate..	.54	3.02	1.04	1.04	6.00	5.01	3.02	2.03	2.03	5.01	2.03	4.01	3.02	4.01
	Express rate.....	.60	1.83	.60	.85	4.00	3.03	1.30	1.18	1.05	2.35	1.18	2.80	1.85	1.85
	Kindel rate.....	.53	2.03	1.03	1.03	3.53	3.03	2.03	1.53	1.03	3.03	1.53	3.03	2.03	2.53
21. New York:	Parcel post rate..	3.02	3.02	4.01	3.02	3.02	2.03	2.03	3.02	3.02	2.03	3.02	3.02	2.03	.54
	Express rate.....	1.85	1.80	2.05	1.65	2.85	1.60	1.33	1.45	1.43	1.55	1.45	3.25	1.38	.80
	Kindel rate.....	2.53	2.03	2.53	2.03	2.03	1.53	1.03	1.53	2.03	1.53	2.03	2.03	1.53	.53
22. Omaha:	Parcel post rate..	.54	3.02	1.04	1.04	6.00	5.01	3.02	2.03	2.03	5.01	2.03	4.01	2.03	4.01
	Express rate.....	.48	1.73	.80	.80	4.00	3.00	1.25	1.10	.95	2.38	1.15	2.75	1.15	1.75
	Kindel rate.....	.53	2.03	1.03	1.03	3.53	3.03	2.03	1.53	1.03	3.03	1.53	3.03	1.53	2.53
23. Philadelphia:	Parcel post rate..	1.04	2.03	2.03	1.04	5.01	4.01	2.03	1.04	.54	4.01	1.04	4.01	2.03	3.02
	Express rate.....	.73	1.60	1.05	.80	3.80	2.68	.65	.80	.60	2.55	.85	2.40	.80	1.50
	Kindel rate.....	1.03	1.53	1.53	1.03	3.03	3.03	1.53	1.03	.53	3.03	1.03	2.53	1.03	2.03
24. Pittsburgh:	Parcel post rate..	2.03	4.01	.54	2.03	6.00	5.01	3.02	3.02	2.03	5.01	3.02	5.01	3.02	4.01
	Express rate.....	.95	2.10	.55	1.00	4.10	3.13	1.43	1.43	1.18	3.08	1.83	3.00	1.43	1.95
	Kindel rate.....	1.53	2.53	.53	1.53	3.53	3.53	2.03	2.03	1.53	3.53	2.03	3.53	2.03	3.05
25. Portland, Me.:	Parcel post rate..	6.00	6.00	6.00	6.00	2.03	3.02	5.01	6.00	6.00	3.02	6.00	6.00	6.00	5.01
	Express rate.....	4.03	2.05	5.20	4.90	2.00	2.85	4.33	4.73	4.78	3.60	4.73	6.25	4.65	4.35
	Kindel rate.....	4.03	3.53	4.03	4.03	1.53	2.53	3.53	3.53	3.53	2.53	3.53	3.03	4.03	3.03
26. Portland, Oreg.:	Parcel post rate..	6.00	5.01	6.00	5.01	2.03	2.03	4.01	5.01	5.01	2.03	5.01	4.01	4.01	3.02
	Express rate.....	3.88	3.98	4.03	3.70	1.65	1.88	3.40	3.53	3.63	1.95	3.63	3.60	3.40	2.83
	Kindel rate.....	3.53	3.03	3.53	3.53	1.03	1.03	2.53	3.03	3.03	1.53	3.03	2.53	3.03	2.03
27. Salt Lake City:	Parcel post rate..	4.01	3.02	6.00	5.01	4.01	3.02	4.01	4.01	4.01	3.02	4.01	1.04	3.02	3.02
	Express rate.....	2.98	2.00	3.18	2.90	4.33	2.60	2.53	2.45	2.75	2.45	2.68	1.00	2.40	1.35
	Kindel rate.....	3.03	2.03	3.53	3.03	3.03	2.03	2.53	2.03	2.53	2.03	2.03	1.03	2.53	2.03
28. San Antonio:	Parcel post rate..	6.00	6.00	6.00	6.00	3.02	3.02	6.00	6.00	6.00	3.02	6.00	6.00	6.00	5.01
	Express rate.....	6.25	6.10	5.55	5.00	3.08	3.25	4.75	4.98	4.83	3.48	4.83	4.80	4.80	4.38
	Kindel rate.....	4.03	3.53	4.03	4.03	2.03	2.53	3.53	3.53	4.03	2.53	3.53	3.03	3.53	3.03
29. San Francisco:	Parcel post rate..	6.00	6.00	6.00	6.00	2.03	4.01	5.01	6.00	6.00	4.01	6.00	6.00	6.00	5.01
	Express rate.....	4.93	4.95	5.13	4.75	1.90	3.38	4.40	4.65	4.70	3.58	4.68	4.68	4.60	4.28
	Kindel rate.....	4.03	3.53	4.03	4.03	1.53	2.53	3.53	3.53	3.53	2.53	3.53	3.53	3.53	3.03
30. Seattle:	Parcel post rate..	3.02	2.03	4.01	3.02	4.01	3.02	1.04	1.04	2.03	3.02	2.03	3.02	1.04	1.04
	Express rate.....	1.33	1.18	1.48	1.20	3.40	2.10	.80	.85	1.05	2.03	1.00	1.95	.73	.98
	Kindel rate.....	2.03	1.53	2.53	2.03	3.03	2.03	1.03	1.03	1.53	2.03	1.53	2.03	1.03	1.03
31. St. Louis:	Parcel post rate..	3.02	3.02	4.01	3.02	3.02	3.02	2.03	2.03	2.03	3.02	2.03	4.01	2.03	2.03
	Express rate.....	1.85	1.75	1.95	1.60	2.70	2.03								

Pounds.	Local zone.	First zone, 150 miles.	Second zone, 150 to 400 miles.	Third zone, 400 to 700 miles.	Fourth zone, 700 to 1,050 miles.	Fifth zone, 1,050 to 1,450 miles.	Sixth zone, 1,450 to 1,900 miles.	Seventh zone, 1,900 to 2,400 miles.	Eighth zone, 2,400 miles and over.
1.	\$0.03	\$0.04	\$0.05	\$0.06	\$0.07	\$0.08	\$0.09	\$0.10	\$0.11
2.	.04	.05	.07	.09	.11	.13	.15	.17	.19
3.	.04	.06	.09	.12	.15	.18	.21	.24	.27
4.	.05	.07	.11	.15	.19	.23	.27	.31	.35
5.	.05	.08	.13	.18	.23	.28	.33	.38	.43
6.	.06	.09	.15	.21	.27	.33	.39	.45	.51
7.	.06	.10	.17	.24	.31	.38	.45	.52	.59
8.	.07	.11	.19	.27	.35	.43	.51	.59	.67
9.	.07	.12	.21	.30	.39	.48	.57	.66	.75
10.	.08	.13	.23	.33	.43	.53	.63	.73	.83
11.	.08	.14	.25	.36	.47	.58	.69	.80	.91
12.	.09	.15	.27	.39	.51	.63	.75	.87	.99
13.	.09	.16	.29	.42	.55	.68	.81	.94	1.07
14.	.10	.17	.31	.45	.59	.73	.87	1.01	1.15
15.	.10	.18	.33	.48	.63	.78	.93	1.08	1.23
16.	.11	.19	.35	.51	.67	.83	.99	1.15	1.31
17.	.11	.20	.37	.54	.71	.88	1.05	1.22	1.39
18.	.12	.21	.39	.57	.75	.93	1.11	1.29	1.47
19.	.12	.22	.41	.60	.79	.98	1.17	1.36	1.55
20.	.13	.23	.43	.63	.83	1.03	1.23	1.43	1.63
21.	.13	.24	.45	.66	.87	1.08	1.29	1.50	1.71
22.	.14	.25	.47	.69	.91	1.13	1.35	1.57	1.79
23.	.14	.26	.49	.72	.95	1.18	1.41	1.64	1.87
24.	.15	.27	.51	.75	.99	1.23	1.47	1.71	1.95
25.	.15	.28	.53	.78	1.03	1.28	1.53	1.78	2.03
26.	.16	.29	.55	.81	1.07	1.33	1.59	1.85	2.11
27.	.16	.30	.57	.84	1.11	1.38	1.65	1.92	2.19
28.	.17	.31	.59	.87	1.15	1.43	1.71	1.99	2.27
29.	.17	.32	.61	.90	1.19	1.48	1.77	2.06	2.35
30.	.18	.33	.63	.93	1.23	1.53	1.83	2.13	2.43
31.	.18	.34	.65	.96	1.27	1.58	1.89	2.20	2.51
32.	.19	.35	.67	.99	1.31	1.63	1.95	2.27	2.59
33.	.19	.36	.69	1.02	1.35	1.68	2.01	2.34	2.67
34.	.20	.37	.71	1.05	1.39	1.73	2.07	2.41	2.75
35.	.20	.38	.73	1.08	1.43	1.78	2.13	2.48	2.83
36.	.21	.39	.75	1.11	1.47	1.83	2.19	2.55	2.91
37.	.21	.40	.77	1.14	1.51	1.88	2.25	2.62	2.99
38.	.22	.41	.79	1.17	1.55	1.93	2.31	2.69	3.07
39.	.22	.42	.81	1.20	1.59	1.98	2.37	2.76	3.15
40.	.23	.43	.83	1.23	1.63	2.03	2.43	2.83	3.23
41.	.23	.44	.85	1.26	1.67	2.08	2.49	2.90	3.31
42.	.24	.45	.87	1.29	1.71	2.13	2.55	2.97	3.39
43.	.24	.46	.89	1.32	1.75	2.18	2.61	3.04	3.47
44.	.25	.47	.91	1.35	1.79	2.23	2.67	3.11	3.55
45.	.25	.48	.93	1.38	1.83	2.28	2.73	3.18	3.63
46.	.26	.49	.95	1.41	1.87	2.33	2.79	3.25	3.71
47.	.26	.50	.97	1.44	1.91	2.38	2.85	3.32	3.79
48.	.27	.51	.99	1.47					

The rate is found by multiplying the pounds by the zone and adding 3, the overhead charge, except in the local zone, where the rate is found by dividing the weight in pounds by 2 and adding 3. Thus the rate on 10 pounds in the local zone is $10 \div 2 = 5 + 3 = 8$. Fractions are disregarded. The rate on 10 pounds to the eighth zone is $10 \times 8 = 80 + 3 = 83$.

The weight limit to be extended to all zones to 50 pounds.

The weight limit to be extended to 150-mile zone to 100 pounds.

The ounce rates to be $\frac{1}{2}$ cent per ounce until the pound rate is reached, when the pound rate shall apply.

All food products should take 25 per cent less rate than merchandise, which is now the rule of express companies.

For packages of unusual or excessive dimensions the charge shall be made upon a basis of 10 pounds per cubic foot.

[illegible]

From their German plant Lord & Taylor can post 11 pounds of merchandise as far as San Francisco for 81 cents, while from the New York plant the tax or rate on parcels posted to San Francisco is \$1.32, in other words, 50 per cent more from New York than from Germany. Surely, this does not speak well for American ingenuity and enterprise in our Post Office Department.

Much has been published of late so that the idea is prevalent, as I illustrate by the letters sent me by my townsman, that the parcel post was destroying the express companies, and in proof of that they point to the dissolution of the United States Express Co. If the public but knew the inside of this dissolution they would spare their pity for a worthier cause.

First, I will treat this subject from the economic viewpoint. In my own city of Denver we had about 6 express companies operating, one of which was the United States Express Co. I do not believe that at any time there has been enough express business in my city of Denver, excepting during the holiday season, to give any one express company, if they had all of the business, a hot box. Therefore, from the economic point of view there should be less express companies, less overhead charges, less duplication, and so forth.

The real reason for a dissolution of the United States Express Co. is that for years the United States Express Co. had a contract with the United States Government, under which all the funds were carried from place to place on a stipulated contract that the regular rates should apply to Government business. The public generally is not aware that sworn evidence has been before the Attorney General for some years, and is being pressed for investigation, and now on the eve of this exposure the United States Express Co. has taken time by the forelock, and like ether would disappear, so that there will be nothing tangible to attack or collect from the overcharges which amount to millions of dollars that have been fleeced from our Government. The public generally does not know that there was a side contract between the Adams Express Co. and the United States Express Co. which monopolize the Government business in a manner so that none other could compete, and in violation of the law.

My resolution, House resolution 569, of July 14, 1914, now before the Judiciary Committee, reads as follows:

Resolution.

Whereas the United States Government is now calling for bids from express companies for the purpose of transporting Government funds; and

Whereas a monopoly has existed for 20 years, enjoyed by certain express companies; and

Whereas certain blue-print copies of contracts between certain express companies have been furnished to the United States Government more than a year ago; and

Whereas no action is known to have been taken to compel restitution by said companies: Therefore be it

Resolved, That the Attorney General be, and he is hereby, directed to inform the House of Representatives whether the Department of Justice has in contemplation any action for compelling the United States and Adams Express Cos. to refund to the United States Government any moneys collected in excess of rates charged to individual shippers.

To substantiate the charges I have presented the sworn evidence of a well-known citizen. I hope soon to bring about a thorough investigation and the recovery of the millions of overcharges that have been perpetrated on the Government on the transportation of funds, and so forth.

The competition of the parcel post beyond the second zone is so absurd that it becomes nothing more or less than a monopoly for the express company and a license for the Government to fleece the unsophisticated who are patronizing the parcel post beyond a 5-pound parcel and the second zone.

In a printed circular dated January 25, 1913, I sent broadcast my parcel-post graduate that, I believed, ought to be adopted, if no better was offered, with the following notation:

P. S.—This perfected graduate is dedicated to the Hon. Woodrow Wilson, our esteemed and learned President elect, whose aim and desire is to serve all the people, which stamps him a second Lincoln.

KINDLE.

I was inspired by all that I had read and heard of Mr. Wilson from the declarations made by the President before the election. I was in hopes that the country might depend upon him for wise and conservative action, and thus endeavor to promote legislation that would take into certain consideration the general welfare of the entire body of merchants, manufacturers, and laborers of the country; but regret to find that the tendencies that have thus far been shown are more scholastic than business-like, as is evidenced by this botch parcel post and the restrictive orders now prevailing in the coal fields of my State. Wherefore, I regret the loss of time that I could not convince him and the Democratic Party of its suicidal policy. Our President

is undoubtedly a good and well-meaning man, but it would have been a blessing to the country if he had had more business experience before he assumed the grave responsibility of the office with which he has been honored and which I took great delight to assist him in. It is but proper to say that on all but two propositions I have accepted Democratic advice and voted with them. What I have said here is not in the spirit of malice or unfriendliness, and I am only repeating in public what I have said in private repeatedly. I have no other ambition than to be right, and, if possible, to convince others of that fact.

In conclusion, I have been asked to explain some things relative to the charges made against me by my colleague, Mr. KEATING. I do not think it is necessary. I would rather adopt the method of our heroic and illustrious Speaker, who was assailed on the floor of the House several months ago, and which, in his becoming and dignified manner, he dismissed with a "S-h-o-o-f-l-y"; or, to quote a doggerel valentine rhyme:

Avaunt! thou snickering fop,
E'er nature made thee, she thought she would stop;
But having some useless scraps on hand,
These she baked, and thus we became annoyed by you—

And so forth.

But, better still, to apply to him a Spanish adage:

It is a waste of lather to shave an ass.

The SPEAKER. The gentleman from Maryland [Mr. LEWIS] is recognized for 30 minutes.

Mr. LEWIS of Maryland. Mr. Speaker, I have taken advantage of the patience of the House in the last two or three years so frequently on this subject that I do so this morning with considerable misgiving. I should not do so except at the suggestion of others, who think that the relation of the Postmaster General to this very interesting question should be fairly stated to the House.

First let me assure you that I do not think I know all about this subject. I am quite sure I do not. But there are some elements of the subject that are sufficiently dominant and segregated in character as to be capable of oral statement to this House, and with its patience I shall try to present them.

First, let me say that in the very nature of things the making of transportation rates is an administrative function. There may be individual Members of this House who can take the data of astronomy and figure out exactly when the next comet is going to approach some member of our solar system, but I am satisfied that as an aggregate body we would not be able to encompass such a mass of detail. The illustration fits the subject of transportation rates and transportation conditions. It is a subject that requires the expert attention of administrative talent, dealing with it not for a day or an hour, as we act in legislative matters, but giving prolonged attention, running from week to week and month to month, and, indeed, from year to year.

Now, the House parcel-post bill absolutely recognized this administrative principle, and gives the Postmaster General the power, with the approval of the Interstate Commerce Commission, to determine all the conditions of parcel-post traffic, the weight limit, the rates, the conditions of mailability, the zones, and every incident attached to the shipment of parcels. I believe you will agree that we have wisely left to administrative authority the disposition of this subject, requiring so much minutiae of attention.

Now, the question is, Has the Postmaster General acted with reason and with fair public spirit in the exercise of the power which Congress has given him? If my judgment is of any value, I should say that he has, and that he is entitled to the commendation of his country for his services in that respect, and not to criticism from any quarter. [Applause.]

Now, what is the business, the function, of the parcel post? Clearly it is to move the potential traffic in parcels, in express matter. I mean by that any traffic that normally ought to move by express from consignor to consignee.

It is a mere truism to say that you ought to make the rate as low as you can in order to move that potential traffic; but it is just as much a truism to add that the Postmaster General would be guilty of a grave infraction of public duty if he were to make those rates lower than the cost of service. The parcel-post statute explicitly instructs him to make the rates adequate to pay the cost of service, and of course he would be under every impulse to make them as low as he can within the mandate of the law.

Now, what are the costs of service? Briefly speaking, you have two facts before you with reference to the cost of service. One of them is the payment of the railways for the service they render. When the House passed the parcel-post bill, its substi-

tute for the Bourne bill, it included in it a provision that the Postmaster General could go to the Interstate Commerce Commission and get the same rates of railway pay that the express companies have; that is, 50 per cent of the rate charged the express shipper, but unfortunately, in my opinion, that clause was stricken out in conference at the request of the Senate conferees. That leaves the Postmaster General helpless under the law. He has to take an old statute that was passed for the payment of the railways for carrying the mails, letters, and papers, and not naturally applicable to the parcel or express traffic; and finding what it costs to move a pound of letters, a pound of papers, and the like, for 200 miles the Postmaster General had to load his parcel rates at a cent a pound for each 200 miles to pay the railways for the movement of such parcels.

Let me repeat this: Now, the Post Office has found that under the present railway mail pay laws it costs 10 cents a ton-mile for the movement of mail matter, which includes parcels. That is equivalent to 1 cent a pound for every 200 miles the pound moves. When, therefore, he is making a rate for 100 pounds that is going to move 200 miles or within a zone of that range, he must add \$1 to that rate for the mere purpose of paying the railways. He is using this old railway postal pay law, the only one he has, and he is doing the best he can under the circumstances.

Now, the express makes its own rates, and pays the railway one-half of the rate. But let us see what that means. It means various things. On the very short journey from here to Baltimore the express company charges 21 cents for a parcel of 5 pounds. That is its minimum rate. Half of that sum, or 10 cents, it pays to the railways. That 10 cents actually for a 40-mile journey amounts to a dollar a ton-mile, paid by the express company to the railway. But in that particular instance, it so happens that our old postal railway mail pay law works beautifully for the Government. The parcel-post rate is 7 cents for 5 pounds from here to Baltimore. We pay out of that 7 cents just 1 cent to the railroad under that law, or 9 cents less than the express companies have to pay on that particular shipment. That is one extreme, and I am using extremes for the purpose of illustrative clarity. Now, take the other extreme. Here is a package of 100 pounds moving from Baltimore to San Francisco. On that shipment the express rate is \$10.50. The railroads get half of that, or about \$5. That works out about 3 cents a ton-mile, or less than one-thirtieth of the ton-mile rate on the 5-pound express shipment from Washington to Baltimore.

Meanwhile on our postal 100-pound shipment, when the weight limit reaches that point, we shall have to pay under the present railway pay law \$15 to the railways, or three times what the express company pays the railways in that instance. Of course a great noise can be made about these inconsistencies, but actually nobody is to blame. The railway mail pay law provides rates that were adapted to the movement of letters and papers, was passed years ago, and has its roots away back in the history of the subject. The rates of pay that the express companies give the railways have their roots away back in the history of express railway contracts. In any voluntary sense neither the Government, the railways, nor the express companies are to blame for these inconsistencies. You simply have a set of traffic conditions before you that requires readjustment to a new system. Now, obviously anybody can see that the thing that requires adjustment in the parcel-post rates is the payment the Government has to make to the railways for carrying these express parcels.

We have had a commission on that subject for a year and a half; and if they have not yet made a formal report, they have at least agreed upon the principle of the report. The Moon bill represents the principle of that report and is pending before this House, and will be reached for discussion to-morrow. Under that measure readjustment of postal railroad pay will be made, and then the Postmaster General will be able to make parcel-post rates, with the approval of the Interstate Commerce Commission, on terms of payments to the railways of rates as reasonable as those of express companies.

There is no occasion for maligning the present conditions. As long as we have to pay the railways these relatively high rates on long distances and heavy weights, we can not have a long-distance or heavy-weight parcel post. Having to pay but very little on short distances and small weights, we have now, gentlemen of the House, a tremendously efficient little-parcel post. It means this in effect: We have got a 150-mile parcel post up to about 20 pounds, a 10-pound parcel post up to 300 miles, and we have a 5-pound parcel post good for the whole country.

When the railway mail pay conditions are adjusted we shall be able to make rates as good, at least, as the express companies for all weights and distances, and then I trust that the ideal with which I started out in this work, namely, a complete system of postal express, will be finally realized.

I am going to give you now some of the economic reasons that justify a complete postal-express system. A census of the parcel post taken for the Post Office Department in April last, the third census that has been taken—and let me say parenthetically that the Postmaster General and the Post Office Department know more about our parcel-post activities from these censuses than any other country in the world—this census shows that the flow of the traffic in April last was at the rate of about 250,000,000 parcels a year; that is, counting the parcels from 1 pound and up and ignoring the smaller weights as belonging to the old business. Two hundred and fifty million parcels mean two and one-half per capita. In Germany the parcel post amounts to a little over four per capita, but it is an older system and the rates have been worked out to better adjustment. In Switzerland the parcel post has actually attained a traffic of eight parcels per capita; and so we can take the experience of that country as indicating what we are likely to have here.

Mr. MANN. I did not quite catch the figures which the gentleman gave as to this country.

Mr. LEWIS of Maryland. Two hundred and fifty million parcels per year, or about two and a half per capita. That is, if the two weeks of April traffic can be taken as indicative of the entire year.

One remarkable thing about the 250,000,000 parcels ought not to go without observation. About 75,000,000 of them have been taken from the express traffic, as nearly as we can judge. The other 175,000,000 parcels have been absolutely created by the parcel-post rates and increased weight limits which Mr. Burleson has inaugurated and to the present state of high efficiency which the parcel post has attained under his management. In short, there are 175,000,000 parcels moved annually in this country now that were penalized out of existence by the inefficient and ill-adapted express rates that formerly obtained, and for 40 years in this country, due to the neglect of our statesmanship, a magnificent service like that has been denied to the people.

Another thing that we learn about the parcel post is very interesting. None of us, I think, fully realize that even before we passed the parcel-post law our postal system was the greatest express agency on earth. In 1912 it moved some eighteen billions of express shipments. I mean the letter, paper, and average mail pieces. For every one of them is an express shipment in all its incidents, except the matter of weight. It requires a consignor and consignee; it requires a rate; and it requires locomotive service and all the acts of attention that express shipments receive, barring a few minor ones. Therefore when the Postal Establishment lifted the prohibitive conditions of weight limit and irrational rates and admitted to the mail parcels now moving it was but adding another shelf to its mammoth express establishment. Now, the effect of that is this: We are handling the parcel to-day, barring the cost of railway pay, at a cost of about 5 cents a piece from 3 pounds up. The 1 and 2 pound parcels cost less, because they do not have to go on the delivery wagon. The parcel averaging about 4 pounds and up we are handling for less than 5 cents. What is the express company's experience? Its experience is that its parcel is 33 pounds in average weight, and that it costs about 24 cents to handle it, barring the cost of railway pay. Now, that means if we add the collection service to our delivery service and such other facilities as the express companies give, we can handle the express parcel at less than 15 cents per parcel, while the express companies pay some 24 cents, or half their receipts. The express revenues, after they pay the railway this year, are about \$78,000,000. There can be no question, I can say with the confidence of a student on this subject, that this mammoth Postal Establishment, as the greatest express agency on earth, can take the whole express business at rates that now obtain and clear from thirty to forty million dollars as an annual surplus by its superior economic efficiency in handling the parcels. We are entitled morally, as well as on economic grounds, to the whole express business. We have more than a million miles of rural route, and can thus give a service that the express companies can never give.

We can handle the shipments for one-half of the cost that the individually organized express companies can handle them. Meanwhile we are suffering a loss of some \$35,000,000 a year on the rural routes, maintaining a million miles of express transportation structure, and on ethical grounds, besides the

economic grounds, we are entitled to the whole express traffic, to make good on the rails the losses suffered in service to people on the rural routes of the country.

A word or two now about the Postmaster General and parcel-post development. I regret that I am not his spokesman upon this floor. I believe, however, that he has stated to the public that his purpose is, when conditions of railway pay are adjusted, to lift the weight limit to 100 pounds and then make rates that will move the traffic; that is, make rates that are at least as good as the rates made by the express companies of the country. In that event we shall practically have included in the postal establishment the whole express transportation system. I have a great deal of admiration for the Postmaster General, in one respect especially. The postal establishment employs 300,000 men. Its revenues will be something like \$300,000,000 in the coming year. It is very rare that you get a Postmaster General who is not afraid of his great horse; afraid to make changes, afraid to make progress, afraid to try out those innovations that even the most absolute science and common sense would suggest. It is from that circumstance, that weakness of human nature, that we derive the inertia of big institutions, an inertia, however, that inheres in big private establishments with nearly the same force that it does in Government institutions. Be it said for Albert Burleson, the Postmaster General of the United States, that he is not afraid of his horse. Be it said for him, too, that he is not proceeding in this matter with the idea of bankrupting the Treasury of the United States. He has wiped out the postal deficit and secured a substantial surplus.

If the rates were made that he has been asked to make, he would bankrupt the Treasury, sure and clean. If a rate of 9 cents a pound at this moment were made from coast to coast on traffic that is costing us up to 15 cents a pound for railway pay alone, I need not tell you the consequence of folly like that.

Mr. HULINGS. Mr. Speaker, will the gentleman permit an interruption?

Mr. LEWIS of Maryland. Certainly.

Mr. HULINGS. If it is true that the Government can do this service at less price than the express companies, why, then, should not the rates for the service be as low as the express company rates?

Mr. LEWIS of Maryland. They are as low.

Mr. HULINGS. In some places only.

Mr. LEWIS of Maryland. Yes.

Mr. HULINGS. In the small parcels.

Mr. LEWIS of Maryland. But when you come to the longer distances and higher weights, the loading for railway pay, which is a cent a pound more for every 200 miles, makes that rate what you find it to be, much higher than the express rate—

Mr. HULINGS. What reason is there that the United States Government can not get its freight hauled at the same price that the express companies do?

Mr. LEWIS of Maryland. Because we have a statute which provides a specific rate of pay to the railways for carrying the mails, and we are carrying the parcels under that statute. Judge Moon, of Tennessee, has a bill which will be up for consideration to-morrow, intending to meet those conditions.

Mr. MADDEN. And in any event it must be admitted that in order to adjust the rates so that they will be equitable we must take time.

Mr. LEWIS of Maryland. It takes time, plenty of time, and administrative talent as well.

With regard to the zones, you can have a thousand kinds of zones; they can be as numerous as the possibilities of the circle. Obviously one law of fact that the zones must respect is the matter of cost, and zones made without reference to the law of cost would be erroneously made and bring disaster upon the institution. You can draw any kind of circles on a piece of paper. A circle has something of occult suggestion in it, but the facts ought to write the law and determine the zones, and when the Interstate Commerce Commission had the question up with regard to express rates it did not draw any 9 or 10 circles at all, but it developed a rate structure, a lot more complex than that—a rate structure that was fitted to move the express traffic. If you have a jump of a cent a pound—that is, if you fashion your zones so large that your rate has a jump of a cent a pound with each zone—that means that on the hundred-pound parcels the rate has got a jump of \$1 per zone. Between two stations 5 or 6 miles apart you might have a difference of a dollar in the rate on the parcel; and so the Interstate Commerce Commission in working out the express-rate structure looked at the facts of express commerce, and the result is that the rate on the hundred pounds under the express tariffs jumps only 5

cents at a time. I think perhaps that is too minute; that the hundred-pound parcel could stand a jump of 25 cents for changing distances; but, at all events, Members here should be satisfied that all of this immense minutiae be worked out by the Postmaster General and the Interstate Commerce Commission, and that as a legislative body we are manifestly unfitted to encompass the vast detail essential to a sane result on that subject.

I thank the House for the patient attention it has given me. [Applause.]

MESSAGE FROM THE SENATE.

A message from the Senate, by Mr. Carr, one of its clerks, announced that the Senate had passed without amendment joint resolution and bill of the following titles:

H. J. Res. 314. Joint resolution for the relief, protection, and transportation of American citizens in Europe, and for other purposes; and

H. R. 11822. An act to acquire, by purchase, condemnation, or otherwise, additional land for the post office, courthouse, and customhouse in the city of Richmond, Va.

CALENDAR WEDNESDAY.

The SPEAKER. This is Calendar Wednesday, and the Clerk will call the committees.

The Clerk proceeded to call the committees.

EXPENDITURES IN THE DEPARTMENT OF COMMERCE.

Mr. ROTHERMEL (when the Committee on Expenditures in the Department of Commerce was called). Mr. Speaker, I desire to present the report of the Committee on Expenditures in the Department of Commerce, being Report No. 500, and Calendar No. 87.

Mr. MANN. Mr. Speaker, I do not know what the gentleman desires, but the report was presented to the House on April 4, 1914, and has been printed. The gentleman can not now present it to the House.

The SPEAKER. There is not anything to do about it that the Chair knows of. Of course if any gentleman desires to call it up for discussion, that is another question.

Mr. ROTHERMEL. Then, Mr. Speaker, if there is nothing further to do, we will pass it.

ENROLLED JOINT RESOLUTION SIGNED.

Mr. ASHBROOK, from the Committee on Enrolled Bills, reported that they had examined and found truly enrolled joint resolution of the following title, when the Speaker signed the same:

H. J. Res. 314. Joint resolution for the relief, protection, and transportation of American citizens in Europe, and for other purposes.

ENROLLED JOINT RESOLUTION PRESENTED TO THE PRESIDENT FOR HIS APPROVAL.

Mr. ASHBROOK, from the Committee on Enrolled Bills, reported that this day they had presented to the President of the United States, for his approval, the following House joint resolution:

H. J. Res. 314. Joint resolution for the relief, protection, and transportation of American citizens in Europe and for other purposes.

ENROLLED BILLS SIGNED.

Mr. ASHBROOK, from the Committee on Enrolled Bills, reported that they had examined and found truly enrolled bills of the following titles, when the Speaker signed the same:

H. R. 15959. An act granting pensions and increase of pensions to certain soldiers and sailors of the Regular Army and Navy, and certain soldiers and sailors of wars other than the Civil War, and to widows of such soldiers and sailors;

H. R. 11822. An act to acquire, by purchase, condemnation, or otherwise, additional land for the post office, courthouse, and customhouse in the city of Richmond, Va.;

H. R. 16345. An act granting pensions and increase of pensions to certain soldiers and sailors of the Regular Army and Navy, and certain soldiers and sailors of wars other than the Civil War, and to widows of such soldiers and sailors; and

H. R. 17482. An act granting pensions and increase of pensions to certain soldiers and sailors of the Regular Army and Navy, and certain soldiers and sailors of wars other than the Civil War, and to widows of such soldiers and sailors.

The SPEAKER announced his signature to enrolled bill of the following title:

S. 6031. An act authorizing the Board of Trade of Texarkana, Ark.-Tex., to construct a bridge across Sulphur River at or near Pace's ferry, between the counties of Bowie and Cass, in the State of Texas.

REMOVAL OF THE BOTANIC GARDEN.

The SPEAKER. The Clerk will call the next committee.

Mr. SLAYDEN (when the Committee on the Library was called). Mr. Speaker, I would like to call up the bill H. R. 12796, which is Calendar No. 90, and put it on its passage.

The SPEAKER. The Clerk will report the bill.
The Clerk read as follows:

A bill (H. R. 12796) to provide for the removal of the Botanic Garden to Rock Creek Park and for the transfer of its control to the Department of Agriculture.

Mr. MANN. Mr. Speaker, this is on the Union Calendar.

The SPEAKER. This is a Union Calendar bill and the House automatically resolves itself into the Committee of the Whole House on the state of the Union for its consideration, and the gentleman from Kentucky [Mr. JOHNSON] will take the chair.

Accordingly the House resolved itself into the Committee of the Whole House on the state of the Union for the consideration of the bill H. R. 12796, with Mr. JOHNSON of Kentucky in the chair.

The CHAIRMAN. The Clerk will report the bill.

The Clerk began the reading of the bill.

Mr. CLARK of Florida. Mr. Chairman, a parliamentary inquiry.

The CHAIRMAN. The gentleman will state it.

Mr. CLARK of Florida. I would like to know if the Clerk is now reading the bill for amendment?

The CHAIRMAN. It is being read for the first time.

The Clerk read as follows:

A bill (H. R. 12796) to provide for the removal of the Botanic Garden to Rock Creek Park and for its transfer to the control of the Department of Agriculture.

Be it enacted, etc., That for the purpose of establishing and maintaining a national arboretum and botanical garden in Rock Creek Park the Botanic Garden is hereby transferred from the direction and control of the Joint Committee on the Library to the direction and control of the Secretary of Agriculture, and he is authorized to remove to Rock Creek Park or otherwise dispose of the plants, structures, and all that pertain to the Botanic Garden in its present location, as he may deem proper.

Sec. 2. That so much of Rock Creek Park, not in excess of 400 acres, as may be needed for the purposes of an arboretum and botanical garden, not including the National Zoological Park, is hereby transferred from the joint direction and control of the Commissioners of the District of Columbia and the Chief of Engineers of the United States Army to the direction and control of the Secretary of Agriculture.

Sec. 3. That the chairman of the Senate Committee on the Library and the chairman of the House Committee on the Library, and the Engineer Commissioner of the District of Columbia shall select and cause to be surveyed that portion of Rock Creek Park, not in excess of 400 acres, herein set apart for a botanic garden and arboretum.

Sec. 4. That all unexpended appropriations in relation to the Botanic Garden which shall be available at the time this act takes effect shall be available for expenditure for the transfer of the Botanic Garden to the new site and for other purposes incident to its removal and maintenance.

Sec. 5. That all laws or parts of laws not consistent with or that are repugnant to this act are hereby repealed.

Mr. SLAYDEN. Mr. Chairman, if any gentleman in the House wants an explanation of the bill and its purposes, or any statement of the reasons why the committee reached the conclusion that it did in its report and recommendation, I will be happy, to the best of my ability, to give it. I have been away for some time—

Mr. MOORE. Mr. Chairman, I have only had a chance to hear the bill read, but I observe there are 400 acres mentioned as being the probable area that would be required in Rock Creek Park.

Mr. SLAYDEN. My recollection is it says not more than 400 acres.

Mr. MOORE. Is any particular 400 acres in view?

Mr. SLAYDEN. Yes; Rock Creek Park has been investigated by a number of people connected with other branches of the Government; the Smithsonian Institution, the Department of Agriculture, and botanical experts from New York, Boston, and various places around, and the consensus of opinion seems to be that it should begin about one block west of Sixteenth Street, as I remember those streets, near the reservoir. There are open places now, where there are no trees, and with sufficient area to accommodate the plants, and there is an undulation which botanical experts say is desirable to have; running water, which they say we should have; elevation above the city, which is desirable; and a comparative remoteness from the gases that come from the burning of coal and things of that kind which are injurious to plants and plant life.

Mr. MOORE. This land already belongs to the District of Columbia?

Mr. SLAYDEN. Yes; there are about 1,600 or 1,800 acres in Rock Creek Park. If the gentleman from Pennsylvania will

permit me, this will not interfere with the park, but it will contribute to its beauty rather than detract from it, and it is not intended, of course, to make a garden, rectangular walks, and vitrified pavements, and things of that kind. Only so much of that will be done as is necessary for the convenience and use of the people who visit the park.

Mr. MOORE. Is the purchase of new land for this purpose contemplated?

Mr. SLAYDEN. No.

Mr. MOORE. We have had that question before, the gentleman understands.

Mr. SLAYDEN. There is nothing whatever of that sort contemplated.

Mr. MOORE. May I inquire for information as to the present jurisdiction in which the Botanic Garden finds itself?

Mr. SLAYDEN. It is in the jurisdiction of the Joint Committee on the Library, and they are relinquishing that prerogative.

Mr. MOORE. How are appropriations made?

Mr. SLAYDEN. Appropriations are made in one of the regular appropriation bills—the sundry civil appropriation, I think it is.

Mr. MOORE. To be visited by the Joint Committee on the Library?

Mr. SLAYDEN. No; we have nothing to do with that; we make no appropriations.

Mr. MOORE. The committee simply has jurisdiction over the present Botanic Garden?

Mr. SLAYDEN. Over legislation concerning it, and have executive control as it now exists. We appoint the superintendent and employees.

Mr. MOORE. The Committee on the Library desires to be relieved and have the responsibility placed on the Department of Agriculture?

Mr. SLAYDEN. The Joint Committee on the Library consists of patriots who are perfectly willing in the public interest to relinquish their control of the Botanic Garden.

Mr. STAFFORD. If the gentleman will permit, I would like to inquire as to the need of having any congressional representation on that board of managers. The gentleman is aware that the Department of Agriculture has agricultural experimental stations in the neighborhood of Washington, and will the gentleman favor us with the need of having the chairmen of the Committees on the Library of the Senate and House—

Mr. SLAYDEN. To what part of the bill does the gentleman from Wisconsin refer?

Mr. STAFFORD. To section 3.

Mr. SLAYDEN. Well, it is only for the purpose of selecting the site; that is all.

Mr. STAFFORD. Is there any need, even for that purpose, to have congressional representation?

Mr. SLAYDEN. The site could be selected, but it is desirable that Congress should have a voice in the selection of it rather than turn it absolutely and completely over to the executive officers. There is some little jealousy with regard to the privileges of Congress, and certainly no harm can come from it, and there should be some representation of this body.

Mr. STAFFORD. Another query I would like to propound is as to whether the gentleman has any acquaintance with national botanic gardens in foreign countries?

Mr. SLAYDEN. Yes; I can give the gentleman some information.

Mr. STAFFORD. I understand it is proposed to increase to a large extent the present Botanic Garden.

Mr. SLAYDEN. Yes; I can give the gentleman the information he wants. The Royal Botanic Garden at Kew, London, contains 260 acres. I will give the gentleman the larger ones: The Dutch garden at Batavia, in Java—the Buitenzorg—has 336 acres. It belongs to the General Government. The Arnold Arboretum, in Boston, which is under control of the Harvard University and city of Boston, has 220 acres, the Bussey Farm, in Massachusetts, has 394 acres, and the New York Botanical Garden has 250 acres. If the gentleman desires, here is information given in detail as to practically all the botanical gardens in the world.

Mr. STAFFORD. Some of those the gentleman has mentioned are under the control of private institutions. The Bussey institution is under the control of Harvard University. I question whether there is any Government that has such a large space dedicated to this special work as that which we are now proposing to establish in Rock Creek Park.

Mr. SLAYDEN. I do not think there are any that have so large an acreage.

Mr. STAFFORD. I was surprised at the report of the gentleman that it would not involve any larger expenditures than now exist for any botanical garden.

Mr. SLAYDEN. I said it made no provision for the purchase of land, but the gentleman must understand that if the Botanic Garden develops, if it expands in its work, if it becomes the educative institution which we think it possibly may come to be and desirable that it should become, naturally the moderate expenditures which have heretofore been made in connection with the work will be increased. Everybody knows that this so-called Botanic Garden down here is a travesty, really, on the name of botanical garden; and although there would be some increase in expenditures from time to time, yet they would not be great. The appropriations are small now, and they will continue small.

Mr. CAMPBELL. Why was Rock Creek Park selected as a place to which this Botanic Garden was to be removed?

Mr. SLAYDEN. First, in the order of the reasons, I am going to mention that it involves no appropriation for ground. Secondly, it meets the conditions which the director in chief of the New York Botanical Garden, who is highly trained in the work and qualified to pass upon it as an expert, says we should have in order to have a desirable botanical garden.

Pardon me for saying in that connection to my friend from Wisconsin [Mr. STAFFORD] that the idea in fixing the area at so much of 400 acres as may be necessary, but not in excess of that amount, was with a view of the ultimate growth of the garden.

Now, if the gentleman will pardon me one moment, I will tell him what are the conditions that this expert says should obtain:

First, a reasonable accessibility from the city, either by existing transportation lines or lines to be established.

Now, there is a car line that goes to the park for one fare, and six tickets for 25 cents, that is one or two blocks removed. I am told that another line will go near there on the other side of the ground if this bill passes.

Second, a sufficient distance from the center of the city to insure reasonable freedom from smoke and the gases of combustion. This is especially important in case bituminous coals are likely to be used in any considerable amount in a city.

Third, diversified soil conditions and diversified exposures, an undulating district being more desirable than a plain. Certain portions of the area should have deep soil, while in other portions the soil should be light, and either a natural or an artificial water system should be included.

Now, there are running streams and springs on these grounds. It is easy to get these things.

The idea of this recommendation is to provide as many different natural conditions as possible. An area of natural woodland is very desirable as supplying a place for wild flowers which do not respond readily to cultivation.

You have the area of woodland there, and, operating an arboretum in connection with it, there is abundant opportunity for cultivation of trees.

Fourth, the practicability of supplying an irrigation system under pressure sufficient to reach the roofs of the highest greenhouses constructed, and to provide the possibility of hosing plantations in times of drought should be considered.

Now, I am not certain, as that is a question to be determined by level, that that condition obtains, although I am told it does.

Fifth, as to the acreage to be included, that would depend on the scope of the institution. If, as is certainly most desirable, a considerable number of trees are to be grown as an arboretum the area can not very well be too large, and I should think it might properly run up to 1,000 acres; if only a few trees are to be grown, the area required would naturally be very much less.

I will say to the gentleman from Kansas in that connection, Mr. Chairman, that in all human probability those officials who have charge of the park now, and who will have charge of the park hereafter, except in the event this bill passes, certainly would not object to having the waste and vacant places planted with desirable trees, trees that are ornamental, and will add to the beauty of the park, and that will be a part of the work of the Botanic Garden, although the land is to be controlled by another party.

In order, however, to give elasticity to the institution in the future I think it desirable to provide as much land as possible at the outset, even if it should not be completely developed for many years.

Some members of the committee were urged to recommend that a much larger area should be included.

Mr. CAMPBELL. What area do you contemplate now?

Mr. SLAYDEN. An area not in excess of 400 acres.

Mr. CAMPBELL. Now, I have been over Rock Creek Park. I think it is one of the greatest parks in the world; but it

never occurred to me that it was a good place in which to make a botanical garden.

Mr. SLAYDEN. I will say to my friend from Kansas that he differs from gentlemen who are engaged in botanical garden work in the home city of my friend from Massachusetts [Mr. THACHER], and New York and other places.

Mr. THACHER. Will the gentleman from Kansas tell me, please, if he has been out in this part of the park which it is proposed to take for the Botanic Garden, namely, that section at the reservoir?

Mr. CAMPBELL. I have been over Rock Creek Park many times.

Mr. THACHER. The gentleman knows as well as I do that in this end, near the Zoological Garden, it would not be a very suitable place for a botanical garden.

Mr. CAMPBELL. Where would you pick out any 400 acres that would be suitable as the park is now?

Mr. MANN. Will the gentleman yield so as to clear up a misapprehension? While the bill says, "not to exceed 400 acres," of course, it is not intended to use 400 acres in a botanical garden, but to use the spaces that are not now covered by forest, in between those wooded pieces, for botanical garden purposes, without interfering with the wooded portions that are there now.

Mr. THACHER. Certainly.

Mr. MANN. Of course that is a larger area than would be actually cultivated as a botanical garden.

Mr. CAMPBELL. And that would spoil Rock Creek Park as a park, would it not?

Mr. MANN. No; it would really be the making of Rock Creek Park.

Mr. THACHER. I do not think Members of Congress would for a moment want to spoil the beautiful conditions of Rock Creek Park.

Mr. CAMPBELL. In my opinion you would have a conflict at once between the authorities governing the park, the District Commissioners, and the management of the garden.

Mr. SLAYDEN. No; the gentleman is wrong about that.

Mr. CAMPBELL. You would if you occupied every available space.

Mr. SLAYDEN. No; besides it will not occupy all the available space.

Mr. CAMPBELL. The gentleman from Illinois [Mr. MANN] referred to the available spaces being occupied.

Mr. MANN. I can explain that to the gentleman from Kansas.

Mr. SLAYDEN. The Botanic Garden, if located in Rock Creek Park, will be under the control of the Department of Agriculture.

Mr. CAMPBELL. I will ask the gentleman from Texas [Mr. SLAYDEN] if there will be an opportunity to discuss this bill? He will not move the previous question?

Mr. SLAYDEN. Not within a reasonable time.

Mr. SIMS. Mr. Chairman, will the gentleman yield?

Mr. SLAYDEN. Certainly.

Mr. SIMS. I will say that I had an opportunity recently, and availed myself of it, of examining the area of country which is contemplated to be used for this Botanic Garden in the park. It is the far western or northern end of the park, where there is practically no improvement now.

Mr. SLAYDEN. None.

Mr. SIMS. So that if it is to be improved as a park it would call for the expenditure of a large amount of money, whereas this expenditure for the Botanic Garden will save the expense that would otherwise be incurred if improved as a park, and would in no way conflict with the general park purposes and plans for Rock Creek Park, and there would be ample area, and the project wise and advisable.

Why should we move the garden now? The reason is, because it is located where there is not a sufficient area. Why not take that tract of 400 acres and use it when needed, and thus save the expense of improving it as a park that is not now improved, and of acquiring a similar area somewhere else that will have to be improved for park purposes at even greater expense?

Mr. SLAYDEN. Yes; it would have to be improved for park purpose at much greater expense.

Mr. SIMS. That is already public property, and we do not have to condemn it. It is not private property, where men are paid \$50 a day to swear as to what it is worth. [Laughter.] I think by all means this garden should be located upon public property that we already own, and I know of no place, so far as I am qualified to judge of such matters, that is better suited for such a purpose than the section of the country that the gentleman from Texas refers to.

Mr. MOORE. Mr. Chairman, will the gentleman yield?

Mr. SLAYDEN. Yes; I yield to the gentleman from Pennsylvania.

Mr. MOORE. I wanted to ask the gentleman from Tennessee [Mr. Sims] a question. The gentleman from Tennessee is an authority on tracts of 400 acres around Rock Creek Park. I was interested to know if this proposition has anything to do with an immediate purchase of new ground?

Mr. SIMS. If we locate it on private property elsewhere, we will have to buy it. We are under no obligation to put this garden on private property when we have an abundance of public property, as stated by the gentleman from Texas, which will have to be improved as a park. But the improvement of the Botanic Garden would be made under this plan upon property that we now own.

Mr. MOORE. The gentleman from Tennessee knows more about 400-acre tracts in the vicinity of Rock Creek Park than anybody else, and I was naturally interested in asking him the question.

Mr. SIMS. The gentleman compliments me beyond my deserts. I looked over this land recently in company with the gentleman from Missouri [Mr. Bartholdt], and looked over that part of the park that has not yet been improved.

Mr. MOORE. I swear by the gentleman's opinion on such matters, and I simply wanted to get his statement. Is the gentleman satisfied that the 400-acre tract referred to in this report does not involve the purchase of new ground?

Mr. SIMS. It does not.

Mr. SLAYDEN. Mr. Chairman, I have gone over the maps with the engineer commissioner and other gentlemen in connection with it. This land is in the northwest corner of the park, in practically an undeveloped part of it; and if the gentleman will pardon me just a second, I will say that the only argument that I ever heard used against this is that the artificial planting and artificial development of trees and shrubbery in connection with the Botanic Garden will interfere with the natural aspect of the park. There are areas and pieces of ground which are practically fitted for nothing except for the planting of trees and plants. It is not intended to cut down the trees, but to increase the number and variety of the trees, and to add to the beauty of Rock Creek Park.

Mr. TOWNER. Mr. Chairman, will the gentleman yield?

The CHAIRMAN. Does the gentleman from Texas yield to the gentleman from Iowa?

Mr. SLAYDEN. Yes.

Mr. TOWNER. The 400-acre tract which it is contemplated to divert from park purposes for the Botanic Garden consists now of open spaces and partially open spaces and groups of trees. It is not expected, is it, that in the development of the Botanic Garden the groups of trees or little groves in those spaces will be changed, or that they will need to be changed, I will ask the gentleman?

Mr. SLAYDEN. That is true.

Mr. TOWNER. The open spaces may be used as they may be needed for Botanic Garden purposes?

Mr. SLAYDEN. Yes; for planting.

Mr. TOWNER. It will not change the general appearance of the park?

Mr. SLAYDEN. It will change it only for the better.

Mr. TOWNER. It will be a fuller development and really an extension of the uses of the park without changing the purposes?

Mr. SLAYDEN. Undoubtedly; and no restriction would be imposed on the public. It is only a contribution to the interest and beauty of the park and to the education of the people who may get into and enjoy the park.

Now, Mr. Chairman, if no other gentleman desires to speak—

Mr. HOWARD. Mr. Chairman, if the gentleman yields the floor, I would like to be recognized in my own time.

The CHAIRMAN. Does the gentleman from Texas yield the floor?

Mr. SLAYDEN. I had not yielded it, Mr. Chairman.

Mr. HOWARD. I thought the gentleman had.

Mr. SLAYDEN. How much time does the gentleman want to use?

Mr. HOWARD. There are several gentlemen here who are opposed to the bill, and I think we would like to consume an hour. I do not think it is necessary for us to go off halfcocked about this matter.

Mr. SLAYDEN. Mr. Chairman, I reserve the balance of my time.

The CHAIRMAN. The gentleman from Texas [Mr. SLAYDEN] reserves the balance of his time.

Mr. SLAYDEN. Mr. Chairman, before my friend from Georgia [Mr. HOWARD] takes the floor, I will ask him to yield to his colleague [Mr. TRIBBLE] in order that he may ask leave to extend his remarks in the RECORD.

Mr. HOWARD. Very well.

Mr. TRIBBLE. Mr. Chairman, I ask unanimous consent to extend my remarks in the RECORD.

The CHAIRMAN. Is there objection to the gentleman's request?

There was no objection.

Mr. TRIBBLE. Mr. Chairman, owing to the fact that certain papers have misrepresented and misquoted my remarks on naval chaplains, created with rank of captain, I embrace this opportunity to correct such misrepresentations. I am quoted as saying that "this Nation pays from the Public Treasury for a chaplain to conduct what thousands of taxpayers believe to be an idolatrous worship." I am also quoted as saying certain churches have too many chaplains. I made no such statements, nor did I say anything to authorize such inference. My answer to these incorrect statements is the speech itself. These papers have clouded the issue by discussing church and denominational questions. It is not a church or denominational question. The real and only issue involves the very fundamental principle of constitutional liberty and one upon which all churches, Protestant and Catholic, should meet in perfect harmony. Having been misrepresented, I shall republish my remarks on chaplains for distribution.

The CHAIRMAN. The gentleman from Georgia [Mr. HOWARD] is recognized for one hour.

Mr. HOWARD. Mr. Chairman and gentlemen of the House, I am opposed to this bill with the present light before me. I am opposed to moving this garden at all.

I have been reliably informed that for years there has been a heated internal contest on in Washington between two sets of real estate owners—those who live out Massachusetts Avenue, who have been insistent upon this garden being removed there, and those who live out Sixteenth Street, who have been insistent upon its being moved out to that section of the city. Incidentally the removal of this garden to either section, with large appropriations by the Government yearly expended upon it, would naturally enhance the value of the real estate in these particular sections.

This particular garden is one of the few relics left that Congress has any control over whatever. The Library Committees of the House and Senate, as I understand it, have jurisdiction over this particular garden. The years of improvements and the money that has been expended upon it have greatly beautified it, but since the agitation has been so heated in the city of Washington for the removal of this garden for financial aggrandizement the appropriations to this particular garden have been neglected. Ever since the magnificent monument to the memory of Gen. Grant was begun to be erected down there it has been understood by people in Washington that some day in the very near future this botanical garden would be abandoned, and that then the Government of the United States would build a boulevard, and I understand they have been so bold as to draw plans and specifications for the Government expending the people's money on a 90-foot boulevard, with Grant's monument to be at one end of it and the Lincoln Memorial, now in process of construction, at the other end. In taking in the magnificent 90-foot boulevard these real estate owners of Washington will get their hands up to their elbows again in the Public Treasury in that the Government will purchase a whole lot of unprofitable real estate down here in the southwest, for which these real estate owners will ask this Government hundreds of thousands of dollars.

In addition to that it is proposed to go out here to magnificent Rock Creek Park and appropriate 400 acres of that park for a botanical garden. I presume the city of Washington is visited by more people in a year from the several States of the Union than any other five cities in the United States. People come here to look at our magnificent buildings, to see their Representatives and their Senators actually upon the job; and I am very sorry that during the heated season they have missed a great many of their Representatives and their Senators who have not been actually on the job. But these visitors come here. They are proud of this city. But when they come they want to see something. They want to see it within a given time. They want to see it in the least possible time, because it is expensive to stay here in Washington. So when they come—

Mr. COOPER. Will the gentleman permit an interruption?

Mr. HOWARD. Yes.

Mr. COOPER. Has the gentleman ever seen an intelligent visitor come to Washington and go to the present little old Botanic Garden, so called, at the foot of this hill, and come away from it without laughing at it?

Mr. HOWARD. I do not think I have ever come into contact with anybody who has really visited the present Botanic Garden.

Mr. THACHER. You never will.

Mr. HOWARD. And the reason they have never visited it is because of the fact, I am almost tempted to say, that I believe there has been premeditated action to detract from the present Botanic Garden as much as possible, for the purpose of using the very argument that the distinguished gentleman from Wisconsin [Mr. COOPER] has just used as to why it should be moved.

Mr. MANN. Will the gentleman yield for a question?

Mr. HOWARD. Yes.

Mr. MANN. Does the gentleman ever visit the Botanic Garden?

Mr. HOWARD. Very often. I come by there every morning that the sun shines. I came by it every morning last week.

Mr. MANN. On the street car?

Mr. HOWARD. No; not on the street car.

Mr. MANN. Is the gentleman proud of it when he visits it?

Mr. HOWARD. No; I am ashamed of it; and I am ashamed that adequate appropriations have not been made to make that one of the most beautiful spots in Washington.

Mr. MANN. The gentleman says it has been allowed to run down. Did the gentleman visit it before it ran down?

Mr. HOWARD. I visited it in 1894-95. I was engaged in certain work in Washington. It was a beautiful place then. Old Mr. Smith was there then, younger than he was when he died by a considerable number of years, and he kept it up.

Mr. MANN. If the gentleman will permit, the Botanic Garden is in just as good a state now as it has been since I have been a Member of Congress, and that is now nearly 18 years.

Mr. HOWARD. The poor inanimate earth and plants are not responsible for that. You gentlemen who have suffered it to deteriorate through lack of adequate appropriations are responsible for that.

Mr. MANN. There is no way for spending much money down there.

Mr. HOWARD. Oh, I could spend several thousands of dollars in a few weeks, and it would be perfectly satisfactory to my constituents, and they would think it was the most beautiful garden they ever saw after it had been expended.

Mr. MANN. The gentleman knows that in order to spend the money which is now appropriated they give a graft of plants to various Members of Congress. A discriminating Member of Congress will not use them ordinarily.

Mr. HOWARD. In the first place, they have not got a single house under glass down there that is respectable. Now, I know that adequate appropriations could have relieved that situation.

Mr. MANN. They have a number of houses under glass.

Mr. HOWARD. They have got enough acreage down there to spend as much money on as my constituents or the constituents of any other man on the floor of this House want spent upon a botanical garden.

Now, Mr. Chairman, let me tell you what the situation is here. I have been here some time. When I came here to Congress it was not the first time I had been in Washington. I used to live here years ago. I know something about Washington, and I know something about internal affairs here. The truth of the business is, as far as appropriations are concerned, that with the exception of a few parks the bulk of the appropriations that are being made by Congress to-day are going to Potomac Park and Rock Creek Park. Now, let us see. We will take Potomac Park. How many poor mothers in the city of Washington, who can not afford an automobile or a conveyance, can take a little teething baby that is burning up with fever in the heated season to Potomac Park to take advantage of the cool breezes and the shade of that park?

Nobody goes to that park who can not afford an automobile. It is too inaccessible to walk to it. Nobody goes to the park who does not know how to ride a jumping horse or play golf. What do the poor people of Washington benefit from Potomac Park? Not a penny. The night they had the fireworks down there thousands of poor people were there, and the rain came up, and those who had automobiles were able to pull down the curtains and raise the cover, and they did not get wet; but 50,000 poor devils like myself were drenched to the skin, because there was no public conveyance to take them home.

Mr. MANN. Will the gentleman yield for a question?

Mr. HOWARD. With pleasure.

Mr. MANN. Did the gentleman say that they had fireworks down at Potomac Park?

Mr. HOWARD. Yes; down near Washington Monument.

Mr. MANN. If 50,000 people were able to get there, could not the poor mother with her teething baby go there?

Mr. HOWARD. Yes; if she was able to walk. After being up all night with the teething baby she feels like walking a mile and a half to get down there, or walking to the end of Rock Creek Park, which is about 5 miles from the center of Washington City. Now, I am looking out for myself. I am not blessed with a great deal of wealth; it is all I can do to make both ends meet, or "one end meet the other bread" as is a common expression in my country. Now, when you get this moved to Rock Creek Park, instead of going afoot to show my constituents the Botanic Gardens I shall be held up by the automobile owners in order to take my constituents out to the park and show them this beautiful Botanic Garden that you are fixing up to spend the people's money on.

Now, I am going to make a prediction, and it will be in the Record, and it will stay there—that this particular removal will cost the taxpayers of this country by the manipulation of real-estate transactions, by the exorbitant and foolish expenditures for the garden in Rock Creek Park, for the purchase of additional real estate for the 90-foot highway—it is going to cost the people \$10,000,000 before they get through with it.

Mr. MANN. Make it a hundred millions.

Mr. HOWARD. If I made such rash statements as the gentleman from Illinois is in the habit of making, I would make it two hundred millions, but I want to be conservative. That is what I predict it will cost. Now, what are you going to do at Rock Creek Park?

Mr. MOORE. Will the gentleman yield?

Mr. HOWARD. I always yield with pleasure to the gentleman from Pennsylvania.

Mr. MOORE. I want to get back to the unfortunate mother with the teething baby. I know the gentleman is familiar with mothers and babies—

Mr. HOWARD. I am. I have walked a thousand miles with two of my babies in the nighttime.

Mr. MOORE. And I have walked 5,000 miles; so I am able to compliment the gentleman on his assiduity.

Mr. HOWARD. The gentleman from Pennsylvania shows that he has walked more miles than I have. He looks tired yet.

Mr. MOORE. But he is not. Now, how many mothers with teething babies go to the Botanic Garden to get the cooling breezes on an afternoon?

Mr. HOWARD. I was not referring to the Botanic Garden as being a place to go to to get the cooling breezes.

Mr. MOORE. Would that not be a convenient place for mothers with teething babies?

Mr. HOWARD. It would be for the poor foreigners in that section of the city, who live in the crowded sections around Pennsylvania Avenue.

Mr. MOORE. Do they use the Botanic Garden?

Mr. HOWARD. Yes; they go over there—those who want to. The difference between the Botanic Garden and Rock Creek Park is that the poor folks can go to the present one, and they never can go to Rock Creek Park, unless they walk 5 miles.

Mr. MOORE. Leaving out Atlanta, which of course is the most beautiful place—

Mr. HOWARD. Yes; we have located the gateposts of the Garden of Eden in the city of Atlanta.

Mr. MOORE. Leaving out Atlanta, which is the apple of the gentleman's eye, is it not a fact that Washington is possessed of more parks which answer for breathing places than any place in the country?

Mr. HOWARD. I agree with the gentleman, and that is the reason that we ought to keep this Botanic Garden. It is the very place for it. The gentleman from Pennsylvania knows very well that with an expenditure of a few thousand dollars on the Botanic Garden you can make it the most beautiful spot of its size in Washington. It ought to be converted into a real botanic garden, not for cultivation of the great, big trees such as my friend from Illinois likes to see spreading all over the country, to make beautiful shade, but a place for rare plants from the Tropics, rare shrubbery from all over the country, so that when people come here we can have a man in charge that could go down and pronounce the name half a foot long and show them a little persimmon-like bush with red leaves and tell them that it came from Ceylon, and let them open their eyes and wonder at the bright flowers and go away and talk about it. Now, you are going to put it out where nobody can enjoy it but Washingtonians.

Mr. Chairman, it does look like this Congress has done enough for these people here. It looks like you never can satisfy them. They are always wanting something else; they are always wanting more of the people's money expended on their plots to raid the Treasury. They always want something from Congress, and now they want to take this poor little old Botanic Garden away from us and move it out here into Rock Creek and spend piles of money on it. It is the only place that I know of that we have got left where we can go down and feel at home near the Capitol and show our people. I hope the bill will not pass; and I reserve the balance of my time.

Mr. COOPER. Mr. Chairman, will the gentleman yield?

Mr. HOWARD. Yes.

Mr. COOPER. Does the gentleman understand that with the removal of the Botanic Gardens, this little space at the foot of the hill, it is proposed to do away with that iron fence and brick wall?

Mr. HOWARD. Oh, yes; that was built when they had goats and cows running on the streets of Washington. They have a stock law here now, I understand.

Mr. COOPER. The gentleman understood that, and did the gentleman understand that it was proposed to make that into a little square, to be called Union Square, with seats in it, and so forth, so that these women and children for whom the gentleman seems to have such tender solicitude could go there at any time they pleased, night or day, which is not the case now with the Botanic Gardens, which are closed up usually at 6 o'clock in the evening, and the mothers with the teething children barred out absolutely? Moreover, there is no place for them to sit down there now. It is a garden, and they are not allowed to walk on the grass, not allowed to use it.

Mr. HOWARD. I hope my friend will ask me that question that he started out to ask.

Mr. COOPER. Does the gentleman understand that?

Mr. HOWARD. I understand that there are about 100 acres right across a 50-foot street that is already in the park, with plenty of seats in that space, and little squirrels to feed peanuts to, and robins to sing in the trees and fly down, occasionally and catch a worm, and once in a while a little English sparrow to let out a discordant note. All of these things are right in the park now.

Mr. Chairman, how much time have I left?

The CHAIRMAN. The gentleman has used 16 minutes.

Mr. HOWARD. Mr. Chairman, I yield 15 minutes to the gentleman from Florida [Mr. CLARK].

Mr. CLARK of Florida. Mr. Chairman, I am opposed to this bill for several reasons. In the first place, it is too important a matter for this House to pass upon without any more consideration than can be given to it at this time. In the second place, this bill provides for establishing a national arboretum and botanical garden in Rock Creek Park. That park has been set aside for park purposes, and no portion of it has been set aside for botanical-garden purposes, and should not be. The bill undertakes to transfer the situs of this Botanic Garden to Rock Creek Park without any provision for appropriations to carry it on, without a single solitary dollar to pay for the transfer of the Government property, to pay for clearing the land, or to pay for establishing the necessary appurtenances to a botanic garden. I want to say, Mr. Chairman, that if this garden should be transferred to that section, into absolutely new land, where the land is sour, where it necessarily has got to be treated, and treated at great expense, before the shrubs or plants and flowers and trees will grow as they ought to grow, it is going to cost this Government much more than my friend from Georgia stated to ever establish a real botanical garden at that place. In addition to that, as he has stated, it is some 3 or 4 miles from the center of this city. It is not accessible by the street railways, and the poor people of the city of Washington and the tourists who come here can only see it at an enormous expense, which they are either unable or unwilling to undergo.

Mr. Chairman, the Government owns land within a stone's throw of this Capitol, almost 150 acres, beautiful land, land which has been cultivated, which is ready now to receive the plants, the shrubs, and the flowers, with houses constructed upon it sufficient to answer the purpose of a residence for the superintendent and the laborers, land which is being devoted to nothing at all except a disgraceful workhouse, which is a disgrace to the Capital City of the United States. One hundred and fifty acres—lying broadside of the Eastern Branch—a beautiful place. It can be made much more beautiful and is ready right this minute for the reception of all of the plants and all of the shrubs and all of the flowers contained in the

Botanic Gardens. The street cars run within one block of this property. It is within easy walking distance of the Capitol. The tourist or the poor citizen of this District who desires to avail himself of the privilege of visiting this garden can either walk there or at a fare of 4 cents can ride there upon the street cars and have the benefit of it. But if you put this out at Rock Creek Park, then no man can take advantage of it unless he belongs to that wealthy class of the District of Columbia, the real estate gang, who have absolutely dominated every single, solitary public improvement in this city for years. They are the people, and the only people, who will get the benefit of this botanic garden if it is put in Rock Creek Park.

And I want to say again, Mr. Chairman, that this is the only time that I know anything about where Congress has ever had the privilege of locating in this city a single, solitary public improvement. We have delegated it to the Fine Arts Commission. They located the Lincoln Memorial. They located every improvement, and for the first time since I have been a Member of this body—nearly 10 years—Congress has now an opportunity to assert its own views and locate one public improvement in the city of Washington. We ought to have time to consider it. It is an important matter. It is a matter that means a great deal to my State, a great deal to all of the States of this Union, because the rarest plants of all the world are collected, propagated, and tested at this Botanic Garden. Nobody has had an opportunity to examine this bill; nobody has had an opportunity to consider it. No provision is made for the maintenance of this Botanic Garden at all under this bill—not a dollar—and I want to warn gentlemen that when they enter upon this enterprise it means the expenditure of millions of dollars if you intend to have a botanical garden commensurate with the reputation, the honor, and standing of this Republic. I want one which will be a credit to the city and a credit to the Nation. We have plenty of land upon which to put it. Down near the Agricultural Department there is plenty of land belonging to the Government, ripe and ready to receive this institution. We can put it there. Why go out to the Rock Creek Park to do it? Why put it beyond the reach of the average citizen of the District and the country?

Mr. Chairman, in behalf of the botanical interests of this country, in behalf of the poor people of this District and the poor people all over the land who visit this city, I protest against creating a garden for the sole benefit of the wealthy. Let us put it upon the land we own, that is ready to receive it, and where any man in all the country, no matter how poor he may be, can get the full benefit of it. [Applause.] I yield back the balance of my time.

The CHAIRMAN. The gentleman has used nine minutes.

Mr. THACHER. Mr. Chairman, the distinguished gentleman from Florida [Mr. CLARK], in his most interesting remarks, made two statements which I wish to correct. First of all he referred to this land in Rock Creek Park as being very sour. I wish to say that that land there is just as fertile and just as sweet as the speech of my distinguished friend from Florida. Furthermore, he stated that this land was miles away, and that the poor people, to whom my distinguished friend from Georgia [Mr. HOWARD] referred, could not get there, would not have the opportunity to get out there, because they would need automobiles. Heavens alive, they can get six tickets for a quarter. Can not these people afford to pay 4 cents to go out to the park and visit the Botanic Garden? I do not think that is a big price to pay.

Mr. HOWARD. Will the gentleman yield for a question?

Mr. THACHER. Certainly.

Mr. HOWARD. Is it not contemplated to establish this park in the extreme northern—

Mr. THACHER. The northwestern end.

Mr. HOWARD. And will not that extreme northern end of Rock Creek Park be over a mile from the street car line?

Mr. THACHER. I beg the gentleman's pardon, it will be a block.

Mr. HOWARD. On what line?

Mr. THACHER. The Piney Branch cars and other lines which go to the end of Fourteenth Street, all for one fare. I went out there a few nights ago by trolley. If the gentlemen would give more time to an examination of the exact location and means of transit to the proposed Botanic Garden, and the distinguished gentleman from Georgia put a little more facts into his speech and a little less fancy and a little less talk of teething mothers—

Mr. HOWARD. I beg the gentleman's pardon, I will not be misquoted. I said nothing about teething mothers.

Mr. THACHER. I apologize to the fathers and mothers of Georgia and teething children. You can take a car which goes

out and stops at the circle at the end of Fourteenth Street, which is about a block from the reservoir in the northwestern end of Rock Creek Park. Near the reservoir is splendid farming land—old farming land that is not sour. I do not believe our friend from Florida is a farmer. I am president of an agricultural society and I know something about agriculture, and the land is not sour, but is fertile.

Mr. CLARK of Florida. The gentleman says he is president of an agricultural society?

Mr. THACHER. I am, and I am a member of the grange.

Mr. CLARK of Florida. I belong to the farmers, not to agriculturists.

Mr. THACHER. I belong to the grange—

Mr. CLARK of Florida. Agriculturists, I understand, live in towns; farmers work the land out in the country.

Mr. THACHER. The gentleman is trying to throw me off my track. The Barnstable County Agricultural Society, of which I have the honor to be president, will hold the seventy-first annual cattle fair in a few weeks, and I give a cordial invitation to the distinguished gentleman from Florida to visit our fair and see what splendid farmers we raise on Cape Cod and what fine crops these farmers produce. They are some "pumpkins." The eloquent and distinguished gentleman from Georgia said that the visitors to Washington did not visit the present Botanic Garden. I will tell him why; because they would rather go and hear the gentleman from Georgia speak, and when they do this, they do not care about going to any botanic gardens. The gentleman said he was ashamed of our present Botanic Garden. I will tell him what is the trouble with our Botanic Garden. It is in the wrong site. It suffers from the fact of being so near the Capitol, for sometimes there is a hot current of air from the Capitol which damages the flowers and blossoms.

Mr. PAGE of North Carolina. Will the gentleman yield?

Mr. THACHER. I will.

Mr. PAGE of North Carolina. I want to ask the gentleman, getting away from the flowers and speeches that have been made here in this debate—

Mr. THACHER. I apologize for the flowers.

Mr. PAGE of North Carolina. And ask if anybody on the committee of the distinguished gentleman has investigated, so as to have any idea as to how much it will cost to transfer this garden to the point indicated in this bill? The statement has been made by the gentleman from Georgia that it is estimated about \$10,000,000.

Mr. THACHER. Five to ten million; but the gentleman was entirely incorrect.

Mr. TOWNSEND. What is there to transfer; nothing but a few boxes of glass?

Mr. PAGE of North Carolina. Are they going to put them in the woods?

Mr. TOWNSEND. I have not the remotest idea what they will move.

Mr. SLAYDEN. If the gentleman will permit me to reply to the question of the gentleman from North Carolina, which is pertinent and proper, I will say that it is the opinion of botanists and of the scientists in the Department of Agriculture and in the Smithsonian—and there was doubt for some time in the minds of the committee to which of those two branches of the Government this thing should be transferred—that there is comparatively little of value down there. It will cost but a trifle to remove it. Some plants are almost valueless; and here is a copy of a letter from Dr. Galloway, for many years connected with the Department of Agriculture and known to everyone here, and who has, I am told, recently taken a position with Cornell in New York, in which he says:

As the department is already provided with many experts capable of aiding in the development of the arboretum and garden along the lines indicated, the expense for future development would not be great. We believe that for the next 8 or 10 years it would not be necessary to increase the existing appropriation for the Botanic Garden, which I understand now amounts to approximately \$30,000 annually.

I have not yet been able to understand how the gentleman from Georgia arrived at these stupendous figures.

Mr. CLARK of Florida. Will the gentleman yield for a question? I would like to ask the gentleman if his committee has made any calculation as to the cost of clearing that land—

Mr. SLAYDEN. It will not have to be cleared.

Mr. CLARK of Florida. And putting it in shape for cultivation?

Mr. SLAYDEN. I will say to the gentleman from Florida, with the permission of the gentleman from North Carolina [Mr. PAGE], that these open places were formerly fields.

Mr. CLARK of Florida. I am not talking about the open places.

Mr. SLAYDEN. It is not intended to be cleared.

Mr. CLARK of Florida. Is it not covered with oak and hickory?

Mr. SLAYDEN. I will say to the gentleman that most of it is as clear as this floor.

Mr. PAGE of North Carolina. The bill mentions 400 acres. Of course there is a small part of the 400 acres that would be used for the cultivation of plants?

Mr. THACHER. I will say to the gentleman from North Carolina that they put that as the maximum amount. They will not need anything like that amount. I would say that the members of the Committee on the Library have examined this proposed site carefully, and other gentlemen connected with the Government departments, to whom the chairman of our committee [Mr. SLAYDEN] has referred, have done the same. The expense of transporting the limited number of plants, few hothouses, and cold beds now in the Botanic Garden to the new site should not be great. Only a few acres would probably be utilized at first. This garden would start in a small way, and then if the Congress later on wishes to make further appropriations, it is up to them. We are not embarking on any wild scheme here of five or ten million dollars. To hear some of the gentlemen talking about these big projects, you would think we were going to start a botanic garden for all the world.

Go down here and look at the Botanic Garden this afternoon. It was started here as the result of the Wilkes expedition in 1852, and it has been there ever since. For many years Mr. Smith was at the head of the garden, and he died. The present fence was ordered to be removed by Congress two years ago, because you all know the Grant Memorial is going to be finished before long. There will be no room—

Mr. HOWARD. Will the gentleman yield?

Mr. THACHER. Yes.

Mr. HOWARD. Does the gentleman contend that the cost will be a mere bagatelle, when you will have to arrange buildings and pay for landscaping and houses for employees and all that expense? Does the gentleman contend that the Government of the United States is going to make miserly appropriations? Does not the gentleman know that they not only make liberal but extravagant appropriations for this business?

Mr. THACHER. We do not ask for a cent here. We believe there is money enough in the ordinary appropriations for the Botanic Garden to take care of the moving.

Mr. HOWARD. The Government owns the 400 acres?

Mr. THACHER. They belong to the Government.

Mr. HOWARD. In fee?

Mr. THACHER. Yes. Now, I want to get back to the Botanic Garden that exists to-day.

Mr. SIMS. If the gentleman will permit, this land down here now occupied by the Botanic Garden, if the garden is removed, will be of immense value. The Government can use it for public buildings. Instead of going around and tearing down buildings, as they did between here and the station?

Mr. THACHER. Certainly.

Mr. WEBB. I suppose the gentleman has seen this beautiful body of land lying east of the railroad, in Potomac Park, down near the War College?

Mr. THACHER. Down in Potomac Park.

Mr. WEBB. The body of land I speak of is lying east of the railroad, and has recently been skirted by this new road down to the point looking across at the War College. I will ask the gentleman if they have ever considered the advisability of establishing that botanical garden on that 100 or more acres of land?

Mr. THACHER. I will come to that in a moment. Now, the Botanic Garden will have to be moved soon from its present site. The gentleman from Georgia referred to the goats, and said that the fence was built for them. I want to say last October marauders went in there and the old superintendent in charge chased the boys, and I am sorry to say that as a result he died from heart disease. He was a faithful employee of the Government. The fence is needed for protection to the plants and shrubs. At night the garden is closed.

Now, the Botanic Garden has to be moved. Where will you move it? Down to Potomac Park, if you wish. Now, as to the condition at Potomac Park; the land is low and soggy and close to the river there, with no diversity of soil and no diversity of height at all; no hills, but all flat land. It is not accessible and has no trees to speak of. It is some distance to it. It can be reached only in a roundabout way by the cars. I have considered this site carefully.

Mr. WEBB. Will the gentleman tell me what an arboretum is?

Mr. THACHER. I can tell you. Arbor is from the Latin, and means a tree.

Mr. WEBB. West of the park I speak of there are 5,000 little trees cultivated as a nursery, and if the land west of the railroad is good for a nursery is it not good for an arboretum?

Mr. THACHER. When the trees get to be of any size, the teething babies mentioned by the gentleman from Georgia will be aged and infirm.

The Botanic Garden will have to be moved. The Potomac Park would not seem a suitable place. Shall the Government acquire land at considerable expense or go out to Rock Creek Park? A statement has been made here as to automobiles. You can go out there on the street cars.

The Fourteenth Street line stops one block from the reservoir, and there are fine farming fields out there, and if you continue to the northwestern portion there you will find fertile fields and streams and a splendid place for an arboretum. We are not planning any great arboretum. We are planning to acquire this land without expense, and it is up to Congress. I trust this bill will not be smothered by delay or by arguments about spending \$5,000,000, and talk of teething babies and for automobiles. Let us get down to brass tacks and onto the ground floor.

In closing I want to say that two of the members of our committee are not here. One distinguished member has just returned. I understand, from an interesting sea trip abroad, the gentleman from Missouri [Mr. BARTHOLOMEW]; but all of the members have been out there and have spent a lot of time, and so have other distinguished Members of the House who are fond of flowers, and they all believe this is going to be a splendid thing. So we trust that the House will understand this bill and vote intelligently and support this good measure.

I yield back my time.

Mr. PAYNE. Do I understand the gentleman to say the committee is unanimous for the removal?

Mr. THACHER. We have been so.

Mr. PAYNE. None of the committee is interested in the present superintendent?

Mr. THACHER. I have no personal interest beyond the fact that I want to see a good man there.

Mr. PAYNE. I understand that he is opposed to the removal.

Mr. THACHER. I can not say. I want to see a good man there. I have no personal interest in it.

Mr. PAYNE. I understand that had something to do with the opposition to the project.

Mr. THACHER. I do not want to look for any "negro in the woodpile."

Mr. PAYNE. I thank the gentleman.

MESSAGE FROM THE SENATE.

The committee informally rose; and Mr. SLAYDEN having taken the chair as Speaker pro tempore, a message from the Senate, by Mr. Carr, one of its clerks, announced that the Senate had agreed to the amendments of the House of Representatives to the bill (S. 6031) authorizing the Board of Trade of Texarkana, Ark.-Tex., to construct a bridge across Sulphur River at or near Pace's ferry, between the counties of Bowie and Cass, in the State of Texas.

The message also announced that the Senate had agreed to the reports of the committees of conference on the disagreeing votes of the two Houses on the amendments of the House to bills of the following titles:

S. 4969. An act granting pensions and increase of pensions to certain soldiers and sailors of the Regular Army and Navy and certain soldiers and sailors of wars other than the Civil War, and to widows of such soldiers and sailors;

S. 5278. An act granting pensions and increase of pensions to certain soldiers and sailors of the Regular Army and Navy and certain soldiers and sailors of wars other than the Civil War, and to widows of such soldiers and sailors;

S. 5501. An act granting pensions and increase of pensions to certain soldiers and sailors of the Regular Army and Navy and certain soldiers and sailors of wars other than the Civil War, and to widows of such soldiers and sailors; and

S. 5899. An act granting pensions and increase of pensions to certain soldiers and sailors of the Regular Army and Navy and certain soldiers and sailors of wars other than the Civil War, and to widows of such soldiers and sailors.

REMOVAL OF BOTANIC GARDEN.

The committee resumed its session.

Mr. MANN rose.

The CHAIRMAN. The gentleman from Illinois is recognized for one hour.

Mr. HOWARD. Mr. Chairman, do I understand that I have no time left?

The CHAIRMAN. The gentleman has time left. He is not using it at this time.

Mr. MANN. Does the gentleman want to use time or yield?

Mr. HOWARD. No; I just wanted to understand if I had some time. I beg the gentleman's pardon for interrupting him.

Mr. MANN. Mr. Chairman, my father was a nurseryman and my mother a great lover of flowers and I was raised in a nursery and a flower garden in Illinois, although my parents afterwards removed to Florida, to the district represented. I think, by the distinguished gentleman, Mr. CLARK. I believe it was his district. They had a nursery and a flower garden down there of a somewhat different sort, so that all my life I have been interested in gardening, and for years I have taken my recreation in a garden. Other gentlemen go fishing, or hunting, or play golf, or travel, or go to the seashore, or the woods. I go to the woods when I can. But habitually I go to a garden which I have now in Chicago, and when I get a chance I will soon go home and get hidden in a garden where nobody can find me, actually working with the plants.

Ever since I have been in Washington I have taken a great interest in the Botanic Garden here. I was a very intimate friend of Mr. Smith when he was alive and of Mr. Reynolds when he was alive. I have a better garden in Chicago myself, maintained at very small expense—because I can not afford much—than the Botanic Garden is down here. The Botanic Garden in its inception used to gather up plants from different parts of the world and distribute them through the congressional distribution and otherwise, and hence it was of value and did great service in those days. But for years it has amounted to nothing in that line. The plants that are now gathered from other parts of the world are gathered by the Department of Agriculture.

Mr. SLAYDEN. Will it interrupt my friend if I ask him a question in that connection?

Mr. MANN. No.

Mr. SLAYDEN. In that period of the greatest usefulness of the garden, when they were gathering plants from all over the world and distributing them, were the appropriations greater or less than now, or were they about the same as they are now?

Mr. MANN. They were about the same. There never were large appropriations for the Botanic Garden, and probably there will not be any necessity for large appropriations.

The Department of Agriculture now maintains all the time one or two men—sometimes more—picking up plants of different sorts, largely in China and Manchuria and in the eastern countries, although not entirely there. It is not difficult. In my little garden I have planted seed which came from the higher mountains of Africa side by side with seed which came from the Arctic region. There is no great difficulty about it. But the Agricultural Department is maintaining somebody, not entirely for the purpose of getting plants that are useful, but also for getting plants which are ornamental and beautiful. The Botanic Garden naturally does not deal so much with plants which are useful as it does with plants which are ornamental, although if it should be turned in to the Department of Agriculture it may deal with trees which are both useful and ornamental.

Now, the present Botanic Garden is a joke. There is not an English island in the Caribbean Sea that does not itself possess a botanic garden that would make an American citizen who looks at this Botanic Garden down here blush for shame, both as to beauty and use. There is not a nation in the world, I think, civilized or uncivilized, that does not maintain a botanic garden of greater beauty and greater use than the Botanic Garden down here.

I admit that this Botanic Garden has some use. It furnishes each Member of Congress each spring with a box of plants. I believe that within the last two or three years they have endeavored to get a few of the newer kinds of lilacs, philadelphus, and some other plants. Up to a few years ago the varieties which they had and which they furnished to Members of Congress, to be sent out, were in the main varieties which I saw in my mother's garden when I was a boy, 50 years ago or 40 years ago [laughter].

Mr. THACHER. Say 30.

Mr. MANN. There has been a great change and development of these plants. We are all familiar with ordinary lilacs, for instance, which I have mentioned, but not many of us are familiar with new varieties of double lilacs in great bunches a foot in diameter; and yet wherever you find good gardens now you will find something of that sort, and they are no more difficult, in the main, to propagate by artificial propagation—which is the method—than the old kind. They are beginning

to get a few of these down here for your distribution and mine, and for years I have, in the main, taken a box of plants from the Botanic Garden in the spring, defining what I wanted; but I never got a set yet that I did not have better of the same kind in my own garden. They were out of date.

Now, no one wanted to disturb the Botanic Garden while old Mr. Smith was its superintendent. He had the respect, the affection, and the veneration of Members of Congress for, I suppose, 50 years and more. He was very "set" in his ways at the end, when he was over 80 years of age. No one felt like interfering with the Botanic Garden while Mr. Smith was alive, but everyone who had studied the subject at all realized that when he passed away this Botanic Garden down here would pass away with him. Then they located the Grant Monument down here, to which I was opposed. But it was located there. The fence has got to be torn down. That is perfectly evident. There is nothing in the Botanic Garden down here—in the main garden—except a few trees and shrubs, some of them good kinds, and rather valuable plants.

The propagating gardens are over on the other side of the street to the south, where they have a good many plants which they are gathering together for the congressional distribution. They are no longer engaged in sending out, even in the congressional distribution, new kinds of plants. They say they can not afford it. They have not the means nor the room for much increase in the way of propagation. They have to clean up nearly everything they have every year.

Now it is to be moved. It being a fad of mine, without any special reason otherwise, I have been working for a long time on the subject as to where the garden should go. I went with the Superintendent of Public Buildings and Grounds down to the lower end of the Potomac Park extension. Many people think that the Botanic Garden might go there, and the Superintendent of Public Buildings and Grounds thinks that it might go there, and that they might have charge of it.

I believe the present superintendent of the Botanic Garden thinks it might go over where the workhouse used to be. Various people have their opinions as to where it should go. Now, to me it seems perfectly evident that if the Botanic Garden is to be maintained at all it can be maintained with less expense and greater efficiency under the Agricultural Department than in any other way. When the Botanic Garden was first organized there was no Agricultural Department, and when it engaged in the distribution of plants the Agricultural Department had nothing of the sort and did no work of that kind.

The Agricultural Department and the Bureau of Plant Industry are not only engaged in importing plants from abroad, but they are engaged in developing by artificial propagation, and by other means, plants in the United States, making a great improvement. They get trees from Manchuria or China, which it is supposed may at some time be useful. Well, they have no place now where they can plant those trees under their own supervision unless they send them to one of the gardens which they maintain in the warmer climates. They have no place in a climate like this where they can plant a tree, which may not mature for 30, 40, 50, 60, or 70 years, where they have it under their eye and can watch it at all. Of course they can give the trees away, as they do, to private people, and more or less benefit results from that.

They can handle this with practically little expense. Dr. Galloway called together the heads of the divisions in the Department of Agriculture and had them make a search of Washington, at the request of the gentleman from Texas [Mr. SLAYDEN], chairman of the Library Committee, and they arrived at the conclusion that they could take the vacant spaces in the north 400 acres in Rock Creek Park, and with very little expense gradually develop a botanic garden there by planting these things which they accumulate from different places throughout the world, and by moving those few things in the present Botanic Garden which are worth saving, that in this way they could develop a botanic garden which would be useful and ornamental, at very little expense.

Mr. PAGE of North Carolina. Will the gentleman yield?

Mr. MANN. Certainly.

Mr. PAGE of North Carolina. Just at this particular point, because of the location he has mentioned in connection with the statement made by the gentleman from Massachusetts [Mr. THACHER] as to the accessibility by street car of this particular place, I know that the gentleman who is now addressing the House is familiar with the geography of that particular district. How far is that from any street-car connection at the present time?

Mr. MANN. The outer edge of the park there is, I think, about two blocks away.

Mr. SIMS. The Fourteenth Street car goes right by there.

Mr. MANN. That is the outer edge of the park. Now, do not make any mistake. A botanic garden which is of any value at all will not be a place of popular resort. The finest botanic garden in America is at Boston. It is not a place of popular resort. The next finest, I think, is at St. Louis. It is not a place of popular resort. People who are interested in these things, people who are interested in plants, whether they be florists, nurserymen, housewives, or the owners of home gardens, when they come to a place where there is a botanic garden will go to see it. I never think of going to a town that has a botanic garden without going to it. That is because I want to go there. I never find very many other people there. It is not so much to have a place of popular resort as it is to have some place where the Government has these things that students can go and examine and at the same time develop by experience work which is of benefit to the country at large. All of that can be done at Rock Creek Park. It can be done at very little expense. One gentleman a while ago said that the soil out there was sour. Well, I will forgive my friend from Florida [Mr. CLARK] for saying that. I own some Florida land and have for a great many years. I know that when you turn over muck land in Florida it is so sour that it would make vinegar taste sweet. It does take time there, but this land up here has been cultivated. It is not sour. It is ready for use at any time to the extent that it will be used.

Now, do not imagine that if a bill like this passes there is going to be any great expense about it now. I do not think there will ever be any great expense. There is very little to move out of the present Botanic Garden that is worth taking. There are some glasshouses down here where they maintain a few plants that they keep inside in the wintertime and move out some of them in the summer time, but nobody ever looks at them. I do not suppose that the glasshouses, the hothouse, or the propagating houses are of any great value, but they can be moved without much additional expense if necessary. Another thing, we have propagating gardens now connected with the Department of Agriculture, over at Fourteenth and B Streets. They can do most of the propagating that will be required in the Botanic Garden without the expense that is now incurred by propagating down here.

Now, I do not know what will happen to the congressional distribution. That is a matter for Congress to determine. If Congress provides in the future, as it has for many years in the past, for the distribution of these plants, we will in the future, at least, get some plants that we are not ashamed to send to our constituents, or that if sent to a discerning constituent will be planted. Each of us every year gets a package of seed in a little yellow envelop from the Botanic Garden. I will defy anyone here to say that he has ever planted any of them or had any of them grow. I will take that back. Some of the flower seeds will grow. But for a number of years they have sent out tree seeds from the Botanic Garden, and those tree seeds having remained at the Botanic Garden all winter in the warm room are sent out to be planted in the spring, and those tree seeds never grow unless they are planted shortly after they are collected in the fall. Well, you have to learn that by experience, and, of course, if you send a package of these seeds to your constituent and he sows the seeds and they do not grow, he probably thinks it is his fault in not knowing how to plant the seeds, or if he does not, you tell him so. But we can make an effective, efficient Botanic Garden in this way. Shall we do it? [Applause.]

The CHAIRMAN. The gentleman from Kansas [Mr. CAMPBELL] is recognized for one hour.

Mr. CAMPBELL. Mr. Chairman, I was very much interested in the remarks of the gentleman from Illinois. I had before me the bill relocating the Botanic Garden. I watched closely for a discussion of the provision removing the Botanic Garden from the present location to Rock Creek Park, as provided in the bill. I was quite interested, however, in the historical reminiscences of the gentleman from Illinois. Like the gentleman from Illinois I can not keep out of the soil myself. He takes his exercise in the soil; so do I. I neither play golf, go to the mountains, nor to the seashore, but every afternoon along about half past 5 I go to a little piece of ground where there is a garden and I work in it and get my exercise in that way. I had hoped when I started that I could also reduce the cost of living. I have succeeded in getting exercise. But neither my recreation nor that of the gentleman from Illinois is a reason for or against moving the Botanic Garden to Rock Creek Park.

Since I have been in Congress I have taken an interest in beautifying Washington. There has not been an effort made since I have been a Member that has had for its object making Washington a more beautiful and attractive place within reason.

able bounds that I have not supported. I have been in favor of enlarging Rock Creek Park, and have been moved to that position by the arguments in favor of making it a larger park, so that it would be available at all times to all conditions of people in Washington and those who might come here.

There is a proper effort still made that Rock Creek Park be enlarged for park purposes by a suitable connection with Potomac Park. Those who are in favor of enlarging Rock Creek Park are interested in making Washington one of the most beautiful capitals in the world and making Rock Creek Park the greatest park in the world. I sympathize with their efforts. I am opposed to this bill because it takes from Rock Creek Park about 400 acres for park purposes and puts it under the Committee on the Library, or some other committee, or under the Agricultural Department to be used as a botanic garden.

Now it is stated by the gentleman from Illinois, and I believe by the gentleman from Texas and by others, that botanic gardens are not maintained for the ordinary visitor who wants to go to a park; that they are not provided with seats and places for mothers with teething babies. Rock Creek Park was established by Congress for park purposes. The 400 acres now contemplated for a botanic garden in this bill were purchased for the extension of Rock Creek Park, and the arguments that were made in support of that purchase were for an enlarged park for greater Washington. It was not dreamed that a subsequent Congress, or any committee of this House interested in Washington, interested in beautifying it and maintaining parks suitable for the Capital of a great Nation, would report favorably on a bill taking 400 acres out of that and setting it apart as a botanic garden and depriving the public of its use for park purposes. That is what this bill does.

Mr. MANN. Will the gentleman yield for a question?

Mr. CAMPBELL. Certainly.

Mr. MANN. Does the gentleman think that a botanic garden need in any way to interfere with the park?

Mr. CAMPBELL. I am moved by the arguments made by the gentleman from Illinois when he was on the floor to say that it would. It will be used for a botanic garden, and a botanic garden, according to the gentleman from Illinois, is not a park and is not used for a park.

Mr. MANN. All the botanic gardens I have seen were used in the nature of parks, but it may be that I am mistaken.

Mr. CAMPBELL. The gentleman from Illinois is usually very happy in his forceful manner of making clear statements, and I think I am not mistaken in saying that within 30 minutes he has said on this floor that botanic gardens were not parks, and that people did not go to botanic gardens as parks; that lovers of trees and shrubs and flowers went to botanic gardens, but people who wanted to lounge in a park went to a park.

Mr. MANN. I said that they were not places of great popular resort. I can not understand why a botanic garden should interfere with the park features now maintained in Rock Creek Park or that should be maintained, except that it would not allow playgrounds where the garden itself is. In other respects it would not interfere at all with the roads or with any of the other park aspects. That is my understanding or I would not be in favor of the bill.

Mr. CAMPBELL. My understanding is that the Botanic Garden is under the control of somebody in charge of that garden. I understand that the park commissioner would like to have the garden under his control.

Mr. MANN. The gentleman means the Superintendent of Public Buildings and Grounds?

Mr. CAMPBELL. Yes. He could not have control of that Botanic Garden without having control of the park.

Mr. MANN. No; it is not intended that he shall have control of it.

Mr. CAMPBELL. Whoever has control of the Botanic Garden will have exclusive control of that portion of the ground covered by the Botanic Garden.

Mr. MANN. Undoubtedly.

Mr. CAMPBELL. Rock Creek Park will not be under the control of that party, whoever he may be, but the Botanic Garden will be under the control of some one else.

Mr. MANN. The Zoo is in Rock Creek Park, is it not? If the gentleman did not see a fence between them, could he tell when he went from Rock Creek Park into the Zoo?

Mr. CAMPBELL. Well, it is right there.

Mr. MANN. Oh, yes; it is right there; but it is not under the same management.

Mr. CAMPBELL. Probably not.

Mr. MANN. Rock Creek Park is controlled by one set of officials and the Zoo by another, but both having some common

sense it is a park in both cases, and this would be the same way. You could not tell when you got out of one and into the other.

Mr. CAMPBELL. But the Botanic Garden, such as is advocated by the gentleman from Illinois and by others, will make or that portion of Rock Creek Park a garden that will be under the exclusive control of the gardener or man in charge of the botanic gardens, and it would cease to be a park for park purposes. The people go to the Zoo. It is one of the most popular parts of Rock Creek Park.

Mr. CLARK of Florida. Mr. Chairman, will the gentleman yield?

Mr. CAMPBELL. Yes.

Mr. CLARK of Florida. Mr. Chairman, I want to ask the gentleman if he thinks, if this garden were put inside the park and made a part of the park, it would be possible for the superintendent of the garden to allow the public generally to stroll through the garden and use it as they do a public park? Could he protect the plants, the flowers, and all that sort of thing, if the public had absolutely free access to it, the same as to a public park?

Mr. CAMPBELL. I do not think so.

Mr. THACHER. Mr. Chairman, will the gentleman yield?

Mr. CAMPBELL. Yes.

Mr. THACHER. Is the gentleman aware that in Boston the Arnold Arboretum, containing about 700 acres, one of the best arboreta in the world, is contiguous to the Boston public park, and at one time formed a part of the park; and is he aware that they have no trouble at all with the people going through there and picking flowers?

Mr. CLARK of Florida. Mr. Chairman, will the gentleman from Kansas permit me to ask the gentleman from Massachusetts a question?

Mr. CAMPBELL. Yes.

Mr. CLARK of Florida. I would like to ask the gentleman from Massachusetts what is the difference between an arboretum and a botanic garden.

Mr. THACHER. A distinguished gentleman asked me that question about an hour ago. I told him that the word "arboretum" comes from the Latin word "arbor," meaning a tree. You expect to find trees throughout an arboretum. It is given to the growth of trees, and a botanic garden may contain roses and lilacs and other kinds of flowers. The distinction is that in one you find plants and in the other trees, though you may find both; but that is the distinction.

Mr. CAMPBELL. Mr. Chairman, I do not want the gentleman's arboretum to get me too far away from my line of thought.

Mr. COOPER. Mr. Chairman, will the gentleman permit me to ask him a question?

Mr. CAMPBELL. After I have answered the gentleman from Massachusetts. I have been through the arboretum in Boston. It is a beautiful place, and they have beautiful trees there, but it is as different from my idea of what a botanic garden is as an ordinary vegetable garden is from a botanic garden. There is no danger of destruction of trees if pedestrians will keep in the paths or walks, and there are no "Do-not-touch-these-flowers" signs to be seen. It is not a part of the park plan.

Mr. COOPER. Will the gentleman permit me to suggest this statement, just made to me by the gentleman who lives in the city of St. Louis, and that is that Shaw's Botanic Garden, one of the most notable gardens in the world, adjoins Tower Grove Park in St. Louis, and is absolutely open to all visitors at all times. I have often heard of that botanic garden, and I visited it once. The people go right through the park into the botanic gardens, and they have their picnics and their meetings and they sit there and they talk, and there is no trouble about the plants or the flowers whatsoever.

Mr. SLAYDEN. Will the gentleman from Kansas permit me to interrupt him a moment?

Mr. CAMPBELL. Yes.

Mr. SLAYDEN. Is it not a fact, however, that in Shaw's Garden, which I have visited more than once, there is a very limited area, and it is all occupied with plants, practically, whereas there will be only a spot here and there in the 400 acres to be used for ultimate development into a botanical garden, and the access to it will be just as free as it is now, and no one but an expert like the gentleman could tell when he gets out of the park and into the garden?

Mr. COOPER. Shaw's Garden is almost exclusively of plants.

Mr. SLAYDEN. Yes.

Mr. CAMPBELL. Mr. Chairman, I have been in Shaw's Garden in St. Louis. It is beautiful, but it is a botanic garden and is not a park. It is not designated in St. Louis as a park,

while it is adjacent to it, and it is not interfered with in its management and the flowers and shrubs are not destroyed. Yet it is not maintained as a park. It is adjacent to the park.

Mr. COOPER. But the people go through the park right into the botanic garden without knowing it, just as they would if this were placed in Rock Creek Park.

Mr. CAMPBELL. I come now to a question in this matter that can not be removed from it in the consideration of this bill. I have been in this House long enough to know of the work that has been engaged in to enlarge Rock Creek Park. I will vote for the enlargement of Rock Creek Park as an independent proposition upon its merits, knowing exactly what I am doing, but I have always refused to vote to accomplish indirectly what can not be accomplished directly. I know that just as soon as you have taken 400 acres off the north end of Rock Creek Park for a botanic garden the effort to enlarge Rock Creek Park between the present Rock Creek Park and the Potomac Park will be renewed and will win, because those interested will convince Congress that they have had to give up an important part of Rock Creek Park for a botanic garden and that now they must have this ground for park purposes. We may just as well meet the question to-day as to meet it in two years from now or four years from now or six years from now.

Mr. SLAYDEN. Mr. Chairman, if the gentleman will yield, this charge has been made, and I would like the gentleman to say what possible interest he thinks that Members of this House or members of the committee have in any real estate proposition?

Mr. CAMPBELL. They have not any; there is not a Member of this House to-day that has any interest in any real estate; but I do say if this Botanic Garden takes 400 acres off the north end of Rock Creek Park Congress will be prevailed upon to add that much of ground to Rock Creek Park at some convenient place to the people of Washington.

Mr. SLAYDEN. Of course we can not tell what may take place in the future.

Mr. MANN. Will the same gentleman yield for a question?

Mr. CAMPBELL. I will.

Mr. MANN. Where could that be added?

Mr. CAMPBELL. Oh, out here in this little neck where we have been asked to put it in so long.

Mr. MANN. The gentleman does not seriously, in his right mind, mean to even guess that there is any possibility of Congress buying Massachusetts Heights; that has been laid out and graded and fixed up for sale as a part of Rock Creek Park?

Mr. CAMPBELL. I do not know. There have been a good many things done in Washington.

Mr. MANN. I can follow the gentleman in his imagination a great ways, but that is beyond me.

Mr. FALCONER. Will the gentleman yield?

Mr. CAMPBELL. I will.

Mr. FALCONER. Does the gentleman favor the moving of the Botanic Garden anywhere?

Mr. CAMPBELL. Yes.

Mr. FALCONER. Or would the gentleman prefer it to remain where it now is?

Mr. CAMPBELL. I think I would move it down to this ground that we already have, move it down to this extension of Potomac Park, or to make it part of the agricultural farm. There are many places where it could be put without expense in the purchase of land, and that will make it a botanic garden without injury or great expense.

Mr. PAYNE. If we should take part of Potomac Park for this ground is not the gentleman afraid by the same process of reasoning that he will compel Congress to buy from Potomac Park over across to Rock Creek Park?

Mr. CAMPBELL. There may be—

Mr. PAYNE. And the real estate pork barrel gets into it automatically?

Mr. CAMPBELL. The gentleman from New York suggests that using a section of Potomac Park for a botanic garden will probably lead to the same condition we may have in respect to the Rock Creek Park.

Mr. PAYNE. I beg the gentleman's pardon, I did not suggest that, but I asked the gentleman the question whether he did not think so; I have no fears on that point.

Mr. HOWARD. Will the gentleman permit an interruption?

Mr. CAMPBELL. Yes.

Mr. HOWARD. The gentleman's argument is that the placing of this botanic garden simply withdraws 400 acres from that magnificent park for park purposes, and he suggests as a

proper place to put this park in a part of Potomac Park. I presume the gentleman means east of the railroad down there.

Mr. CAMPBELL. Yes.

Mr. HOWARD. That has not yet been finished as a park as I understand—

Mr. CAMPBELL. Not at all, and it is an arm off the park proper.

Mr. HOWARD. But it is in process of completion and the money that would be expended in completing that for park purposes could be utilized for the purpose of completing this into a botanic garden.

Mr. CAMPBELL. That is true, and if it were not desirable to put the Botanic Garden down there on this side of the river off Potomac Park we have plenty of land just across adjacent to the agricultural farm, easily accessible to the people of Washington where the Government is now reclaiming land and beautifying the place.

Mr. SLAYDEN. Will the gentleman yield for a question?

Mr. CAMPBELL. I will.

Mr. SLAYDEN. How does the gentleman avoid the argument advanced by botanists and those who are familiar with this work when they say you have to have a variety of soil and topography and conditions that I read awhile ago from the head of the great botanic garden in New York, a disinterested and capable witness? How does the gentleman avoid the argument which seems to make the place he suggests an unsuitable one?

Mr. CAMPBELL. They are raising every variety of cereal, every variety of fruit trees on the agricultural farm, and I see no reason why the same soil could not be used for a botanic garden.

Mr. COOPER. Will the gentleman permit an interruption right there?

Mr. CAMPBELL. I will permit a question.

Mr. COOPER. I want to read just one sentence from what Dr. Galloway says, who has just gone to Cornell, about the necessity of conditions and exposures, difference in the variety of soil, and so forth, in order to have a real good arboretum and botanic garden. I would like to have the gentleman answer that, remembering that the place of which he speaks is practically flat as is also the region suggested by the gentleman from Florida.

Mr. CAMPBELL. I can not yield for the reading of that—this is in the report of the committee; but the land that is described by gentlemen here who favor the taking of a part of Rock Creek Park for the Botanic Garden is a beautiful plain—farming land that is under cultivation.

Mr. COOPER. Well, now, will the gentleman permit an interruption there? That shows the gentleman is not familiar with the topography of the country of which he purports to speak.

Mr. CAMPBELL. I am talking about what gentlemen have stated here this afternoon, about the land that it is proposed to take within Rock Creek Park for a botanic garden.

Mr. COOPER. The report states—this is an extract from the letter of Dr. Galloway:

Rock Creek Park offers a peculiarly suitable location for a national arboretum and botanical garden, in that it has a variety of soils and exposures which are essential to the proper cultivation of a wide variety of plant species, and already contains a remarkable collection of native trees and shrubs.

Now, the up-hill and down-dale site over there offers the variety of exposure that is necessary.

Mr. CAMPBELL. The committee has contended that we would not take that portion of Rock Creek Park that is now beautified by trees and shrubs, but it is proposed to take a beautiful piece of ground that is used as a farm.

Mr. SLAYDEN. I did not say that. I say that the places which it is proposed to plant and on which to cultivate plants, flowers, and things of that kind, are the open places, the old farms and old fields up there. It is not intended to disturb the trees or forests that are there. It is not intended to disturb the trees or forests that are there, because they are a part of the arboretum planted by the greatest of all gardeners.

Mr. CAMPBELL. That portion quoted by the gentleman from Wisconsin [Mr. COOPER] has no application to that and is not an argument in favor of moving the Botanic Garden out there as opposed to moving it elsewhere.

Mr. SLAYDEN. To where do you want it moved?

Mr. CAMPBELL. I do not care so long as it does not take a part of Rock Creek Park and prevent its use for park purposes.

Mr. HOWARD. Will the gentleman yield?

Mr. CAMPBELL. Yes.

Mr. HOWARD. I just wanted to suggest, apropos to the question suggested by the gentleman from Wisconsin about the great variety of trees in Rock Creek Park, does not the gentle-

man know that there are propagated down in Potomac Park over 100 varieties of trees that these gentlemen say can not be propagated on this land?

Mr. CAMPBELL. I think they have some trees there from Japan. I think there are no more beautiful trees to be found anywhere in this section of the country than you will find down in Potomac Park imported from Japan.

Mr. MANN. Does the gentleman mean to say that they propagate any trees down there? The gentleman is a farmer, and used the term "propagate" as to the trees down there. Does the gentleman mean to stake his reputation on the fact that they propagate trees down there?

Mr. CAMPBELL. I am a cereal and vegetable farmer.

Mr. MANN. A cereal farmer and not a serious farmer?

Mr. CAMPBELL. I am not of the arboretum variety.

Mr. MANN. If the gentleman will permit me to say in his time, for the benefit of the gentleman from Georgia, they do not propagate anything down there at all. They have a few trees heeled in there as a nursery pure and simple.

Mr. HOWARD. I may have used the wrong word. They are growing there, and luxuriantly growing.

Mr. MANN. Of course, they grow well all over Potomac Park.

Mr. CAMPBELL. I have not seen anything in the way of a shrub planted in Potomac Park that has not grown well. It may be that it is not a suitable place from a theoretic standpoint.

Mr. MANN. The gentleman has not been very observing, then, because there have been a great many trees down there that have died. Of course, if they stay dead for a year they pull them up.

Mr. CAMPBELL. That is true of all trees in all parks. Of course, some of them die.

Mr. MANN. I understood the gentleman to say he did not see anything that was not growing well down there.

Mr. THACHER. May I ask the gentleman if he ever visited this locality proposed to be taken by the Botanic Garden in Rock Creek Park?

Mr. CAMPBELL. Yes. I have been all over the park.

Mr. THACHER. You concurred in some of the statements made by gentlemen who have spoken that there was no variety at all. There is variety, and slope, and southern exposure. There is a great variety there. I believe the gentleman wants to be fair.

Mr. CAMPBELL. Certainly.

Mr. THACHER. And quite a contrast to Potomac Park, which is low, and flat, and soggy.

Mr. CAMPBELL. What I did say in respect to that is this: It was stated it would not be expensive at all to convert the portions of Rock Creek Park into a botanic garden, because it has been used for agricultural or farm purposes. That statement has been made, has it not, in answer to the statement that it would be an expensive thing to convert Rock Creek Park into a botanic garden? But I must hasten to my conclusion.

Mr. PLATT. May I ask the gentleman if he said what part of Rock Creek Park was referred to? I never happened to find any such part of it.

Mr. CAMPBELL. I have not seen it; but it has been stated here by gentlemen in favor of making a part of Rock Creek Park into a botanic garden that there were beautiful agricultural fields there that could be easily converted without expense into a botanic garden.

Mr. PLATT. There are some slopes of meadow grass that have evidently been farmed in years gone by.

Mr. CLARK of Florida. Will the gentleman permit me just a moment?

Mr. CAMPBELL. Yes.

Mr. CLARK of Florida. I would like to say to the gentleman if he is not familiar with it, that down on reservation No. 13 they have all the rolling land they want. It is beautifully rolling down there, some high land and some low land. I want to also state that there is an immense nursery of trees there now, and houses, too.

Mr. CAMPBELL. I was just going to mention that other possible location for a botanic garden without in any way interfering with the park system that has been outlined for Washington. Now, I want to call the attention of gentlemen to the park plan for Washington that practically bars the idea of taking 400 acres off the north end of Rock Creek Park and making it into a botanic garden. The parking plan for Washington contemplates a park surrounding the entire city, with driveways in that system surrounding the entire city. You can not take 400 acres off of Rock Creek Park without destroying that plan.

Mr. SIMS. May I ask the gentleman a question?

Mr. CAMPBELL. Yes.

Mr. SIMS. This 400 acres will be there after it is used for botanic garden purposes just as it is now, with all the driveways unobstructed, and unless somebody would point it out to you as you were going along the driveway you could not tell when you went from one part into another, and it will not in the slightest interfere with the plan if it is carried out. In other words, it is only permitting a botanic garden being placed in the park without diverting it from park purposes one particle, and making it a more beautiful park than it is.

Mr. CAMPBELL. That statement has been made here, but there is nothing in support of it. The plan of a park system for Washington does not contemplate that a portion of it shall be set aside for a botanic garden under the exclusive control of somebody in charge of that garden.

Mr. STAFFORD. Mr. Chairman, will the gentleman yield?

The CHAIRMAN. Does the gentleman from Kansas yield to the gentleman from Wisconsin?

Mr. CAMPBELL. I yield for a question.

Mr. STAFFORD. The gentleman has just stated that there is nothing to support the statement made by the gentleman from Tennessee [Mr. SIMS] that it would add to the beautification of the park. I wish to call to his attention and to the attention of the committee the remark of Dr. Galloway in his letter to the chairman of the committee, in which he used this language:

On the contrary, our object would be to enhance the beauty of the park through the gradual accumulation of collections of plants in such a way that they would serve a useful purpose to the whole country as well as enhance the beauty of the surroundings.

There is nothing in this proposition that tends to detract from the present use of Rock Creek Park. The gentleman bases his argument on the supposition that it is a playground. In fact, it is more utilized for driveway purposes. The very part of this park that is intended to be used as an arboretum is hilly in character and is used almost exclusively for driveway purposes.

Mr. CAMPBELL. Well, the gentleman from Wisconsin may be right; but if you establish a botanic garden in Rock Creek Park, you take that area out of the park for park purposes.

Mr. STAFFORD. Mr. Chairman, will the gentleman yield further?

Mr. CAMPBELL. I will yield for a question.

Mr. STAFFORD. Does not the gentleman believe that in deciding this question it would be well to follow the example of other cities? I wish to ask him if he knows of any city in the country where they have not established their botanic gardens in connection with their park system? I call his special attention to the case of Philadelphia, where Horticultural Hall is located on the old site of the centennial exposition grounds, which is a botanic garden.

Mr. CAMPBELL. I can not yield to the gentleman for a speech.

Mr. STAFFORD. The gentleman has an hour. I did not think he was pressed for time.

Mr. CAMPBELL. There is a vast difference between Horticultural Hall in Philadelphia and the Botanic Garden.

Mr. COOPER. Mr. Chairman, will the gentleman yield for a question?

Mr. CAMPBELL. Yes; for a question.

Mr. COOPER. The gentleman says that these 400 acres are to be taken from the park. Of course, the people will go right from the park into the garden as they please, as they do in St. Louis. But there are 1,600 acres in that park, which is an exceedingly large park. If, for the sake of the argument, you take off 400 acres, it would leave 1,200 acres in the park, which is still an exceeding large park.

Mr. CAMPBELL. Yes; but that is not a single body of land.

Mr. COOPER. It is used for drives.

Mr. CAMPBELL. Yes; it is used for drives, and it could not be used for the propagation of plants, such as was described by the gentleman from Illinois [Mr. MANN], if it were used for driveways.

Mr. MANN. Of course it could.

Mr. PLATT. Mr. Chairman, will the gentleman yield?

Mr. CAMPBELL. Yes.

Mr. PLATT. Would the gentleman regard the Zoological Park as being taken out of the Rock Creek Park area, or as a part of it?

Mr. CAMPBELL. That is an invitation to come into Rock Creek Park to see the animals.

Mr. PLATT. Would not the Botanic Garden be the same thing?

Mr. CAMPBELL. Not at all. The invitation to a zoo, to a zoological park, is a vastly different kind of an invitation from one that you would have to go into a botanic garden.

Mr. PLATT. There is more noise about it.

Mr. CLINE. Mr. Chairman, will the gentleman permit me to ask him a question?

The CHAIRMAN. Does the gentleman from Kansas yield to the gentleman from Indiana?

Mr. CAMPBELL. I yield to the gentleman.

Mr. CLINE. Assuming that these several tracts are all equally available for the removal of the Botanic Garden, has the gentleman canvassed the proposition as to the expense of properly preparing the different sections and the future amount of money necessary for their upkeep? Would there be any difference in that? Would the 400 acres be more expensive or less expensive than the cost of moving the Botanic Garden over to the Potomac flats?

Mr. CAMPBELL. The 400 acres to be taken for botanic purposes in Rock Creek Park would be 400 acres of the most expensive land adjacent to the city of Washington. Everybody knows, and especially the gentleman from Tennessee [Mr. Sims], that the northwest section of Washington contains the most expensive land adjacent to or in Washington. The land would be much cheaper—the taking of the land down here in reservation 13, would be much cheaper—and its maintenance, I think, would be a great deal less than that of the land in Rock Creek Park. The extension of Potomac Park, which has not yet been converted into a park, could be used at a much less expense and would take land that is less valuable than the land in Rock Creek Park.

Mr. PLATT. I wanted to ask the gentleman if he ever crossed Rock Creek Park on what is called the Military Road, going from Piney Branch across to Chevy Chase Circle or thereabouts?

Mr. CAMPBELL. Yes.

Mr. PLATT. The land in that section of Rock Creek Park is not worth more than the land down here.

Mr. CAMPBELL. It costs more to buy it.

Mr. PLATT. That may be true, but there is land all around it that does not look expensive.

Mr. CAMPBELL. But just as soon as you undertake to buy that land it goes up in value far beyond what its appearance would indicate.

Mr. MADDEN. Will the gentleman yield to me?

Mr. CAMPBELL. Yes.

Mr. MADDEN. Most of the land that is proposed to be used for a botanic garden in Rock Creek Park is used for hay fields, is it not, at the present time?

Mr. CAMPBELL. I do not know what it is used for.

Mr. MADDEN. It would be put to much better purposes if used for a botanic garden than it is while used for raising hay.

Mr. CAMPBELL. I suggest to the gentleman from Texas [Mr. SLAYDEN] that he have a convention of the Members of the House who are in favor of appropriating a portion of Rock Creek Park for a botanic garden, so that they may reach an agreement as to the nature of the land and its topography and the purposes for which it is now used and the uses for which it is really available. The gentleman from Illinois now says that it is used for hay fields. Other gentlemen said here a few moments ago that it was a beautiful arboretum.

Mr. MADDEN. Of course it is surrounded by trees, but these are open places, and I see them cutting hay there every year. Nobody ever goes into that part of the park for recreation. They just smell the new-mown hay as they go by on their drives. How much better it would be if they could smell the beautiful flowers, trees, and shrubs that could be propagated in a botanic garden.

Mr. CAMPBELL. The gentleman from Illinois can not get me to say that any smell is sweeter than the smell of new-mown hay.

Mr. COOPER. If the gentleman will permit me, I want to make a correction. I said I had been told that there were 1,600 acres in Rock Creek Park. I have since learned from a gentleman who is possessed of a vast amount of information concerning everything relating to the District of Columbia that there are 2,200 acres in the park; and if these 400 acres were put into flowers and the trees left as they are, it would still leave 1,800 acres of park, which is an exceedingly large park, and the putting in of these flowers would not interfere at all with the pleasure of the people, but, on the contrary, it would add to it and enhance it a thousandfold.

Mr. CAMPBELL. It will be the most expensive move that this Congress can make with regard to the Botanic Garden. Aside from what I have said with regard to the uses to which Rock Creek Park may be put, aside from what I have said with

regard to the demands that will be made upon this Congress for additional land if this land is taken for a Botanic Garden, this will be the most expensive place in which the Botanic Garden could be placed and maintained.

Mr. CLINE. Does not the gentleman from Kansas think that the elements entering into future appropriations for this project ought to be seriously considered?

Mr. CAMPBELL. I do.

Mr. CLINE. In connection with the removal, in regard to the different locations?

Mr. CAMPBELL. I think so, and I think as a matter of fact that the cheapest and the best place is on the land in reservation 13, or adjacent to the Agricultural Farm.

Mr. MADDEN. Where is it?

Mr. CAMPBELL. Just across the river from Potomac Park.

Mr. MADDEN. In Virginia?

Mr. CAMPBELL. Yes. The Government is now reclaiming the land, cleaning out the channel of the river.

Mr. MADDEN. Does the gentleman refer to where they are putting in the breakwater north of the bridge?

Mr. CAMPBELL. Yes.

Mr. MADDEN. That is all water.

Mr. CAMPBELL. Potomac Park was all water a short time ago.

Mr. MADDEN. Yes; 15 years ago.

Mr. CAMPBELL. The same process that filled up Potomac Park is now filling up the other side of the river on this side of the agricultural farm. The thing that the House should take into account is the enormous expense that will be entailed if they move the Botanic Garden to Rock Creek Park.

Mr. SMITH of Idaho. Will the gentleman yield?

Mr. CAMPBELL. Yes.

Mr. SMITH of Idaho. What proportion of people would see the Botanic Garden if it was moved across the river?

Mr. CAMPBELL. Everybody that goes to Arlington, and there are thousands who go there every day, and anyone who wants to visit a botanic garden.

Mr. SMITH of Idaho. Only those who have a conveyance, an automobile or a carriage.

Mr. CAMPBELL. Oh, yes; they can go there on the electric car, which goes right to the very corner of the place. But it must not be argued that the Botanic Garden can be moved from its present location to Rock Creek Park without entailing the most expensive botanic garden that this Government could establish and maintain. If this Democratic Congress wants to establish the most expensive botanic garden that it could possibly establish, move it to Rock Creek Park. If you want to maintain a botanic garden in the Capital in keeping with Democratic pretenses and Democratic promises, put it somewhere where it will not be on the most expensive land anywhere in the region of Washington.

Mr. PAGE of North Carolina was recognized.

Mr. SLAYDEN. Mr. Chairman, I want to ask if we can not come to some agreement as to when we can vote on this bill. I do not desire to cut off any gentleman who desires to speak and shall not attempt to do so, but we have had a reasonably long discussion, and I would like to have the balance of the discussion under the five-minute rule. I do not want to interfere with the gentleman from North Carolina, but I want to reach an agreement as to when we shall vote—whether to-day or next Wednesday.

Mr. PAGE of North Carolina. If the gentleman is addressing his remarks to me, I will say that I do not feel authorized to enter into an agreement.

Mr. SLAYDEN. The gentleman can say what he is willing to do himself.

Mr. PAGE of North Carolina. I have no preference in the matter. I have a few brief remarks that I want to submit.

Mr. SLAYDEN. How much time does the gentleman want?

Mr. PAGE of North Carolina. I have been recognized, and that entitles me to an hour. There are several gentlemen on this side who want to speak, and I am not in a condition to commit anybody except myself.

Mr. SLAYDEN. I was making the inquiry with a view to reaching an idea of what the opinion of the gentleman was on the matter as to when we can close this debate. I do not wish to move to close debate.

Mr. PAGE of North Carolina. The gentleman could not do that.

Mr. SLAYDEN. I could move that the committee rise.

Mr. MANN. It is perfectly evident that some gentlemen are filibustering against this bill and that we will not get a vote to-night.

Mr. SLAYDEN. Mr. Chairman, I withdraw the request.

Mr. PAGE of North Carolina. Mr. Chairman, I have no desire to simply consume time and defer a vote upon the bill under consideration. I merely want to submit a few reasons why in my judgment this bill should not pass. I am like the gentleman from Illinois, and yet somewhat unlike him. I am unlike him in that I was not reared in a flower garden, but like him to the extent of my fondness for plants and flowers. I am unlike the gentleman from Kansas, whose pursuits in the garden are of a different character, and by his own admission in an effort to reduce the cost of living, because the first few years of my life were spent in an effort to produce things from the ground. I was sufficiently amused in that time, and have no particular desire to try it now.

The love of flowers and plants distinguish, in my judgment, people of culture and refinement and kindly feeling. I have always noticed in going through the country districts of my own district that when I saw growing in the yard or in window boxes or about the porch plants in bloom, it was a pretty safe bet that the people who lived there were cultured, hospitable, and kindly, and while I have often acted upon that assumption, I never knew it to prove otherwise than true.

That the Botanic Garden in its present location is out of place I think every Member of this House will admit. It has served its purpose there, and if the Government is to maintain a garden of this character it should be elsewhere than in its present location. I have listened to this discussion relative to the topography and geography and location of this proposed site in Rock Creek Park with a great deal of interest. I have supposed that I was in some degree familiar with that section of the city, and that particular location. But when gentlemen have made the statement on the floor that certain street-car lines reached within a block or two blocks of Rock Creek Park I am convinced that either they are mistaken or that I know absolutely nothing about the distances and the topography of the city in that section.

The street-car line running out Fourteenth Street to Piney Branch terminus is at least one-quarter of a mile from the boundary of the park, the nearest point being down opposite the reservoir across Sixteenth Street. The Georgia Avenue car at one point is perhaps nearer the proposed location of this botanic garden than is the Fourteenth Street line at its terminus at Piney Branch.

One of the regrets that has often come to me in my enjoyment of Rock Creek Park—I do get a great deal of pleasure from driving in the park, being the unfortunate possessor of an automobile—is that it is not accessible and within the reach of a larger percentage of the population of the city.

I have regretted not only in connection with Rock Creek Park, but also in connection with Potomac Park, that provision was not made for pedestrians. In each of these parks very elaborate arrangements have been made for vehicles, and we have expended a great deal of money in the grading and paving of roads as driveways and in the preparation of paths for equestrians, but we have forgotten absolutely in our appropriations the enjoyment of these pleasure spots within the reach of the city by the man or woman who walks, unless he or she walk in danger of being run down by an automobile or run over by a horse. I know of no cultivated land in Rock Creek Park. It may be there. I am not saying that there is not land there that within recent years has been under cultivation, but if so it has escaped my observation, and I have very frequently driven the various roads in the park. This cultivated land is not on the road.

Mr. MANN. Is the gentleman referring to anything that I said?

Mr. PAGE of North Carolina. No; nothing that the gentleman said. In fact, I could not say what gentleman it was. There has been so much said that I could not tell. I am very much like the gentleman from Kansas [Mr. CAMPBELL], for I believe that there ought to be some kind of meeting and agreement just as to the character of this soil.

Mr. MANN. I did say that shrubs might be planted in this land, because it had been cultivated. I think that that is what the gentleman has in his mind, but he is not answering that.

Mr. PAGE of North Carolina. I am not undertaking to answer that at all. I think possibly that at one time this land was cultivated, but it certainly has not been cultivated within a number of years.

Mr. MANN. Certainly not.

Mr. PAGE of North Carolina. It has grown up with bushes and plants and trees.

Mr. MANN. But part of it has grass upon it that is cut.

Mr. PAGE of North Carolina. The other gentleman from Illinois made reference, in his interrogating of the gentleman from Kansas, to the fact that they mowed hay. I think possibly just north of Military Road there is a little spot of ground on which I have seen a few mounds of hay that have been cut and raked up; but when you speak of an objection to other places that have been mentioned here as being low, I want to say that it is not much lower or damper than those spots off which this hay is occasionally mowed.

Mr. MANN. The gentleman is probably more familiar with Rock Creek Park than I am, for I do not possess an automobile, though I have walked out there.

Mr. PAGE of North Carolina. I venture the gentleman has not done much walking, though the walking is good, I will say.

Mr. MANN. Oh, I beg the gentleman's pardon. I have walked through Rock Creek Park more than two hundred times since I have been a Member of Congress.

Mr. PAGE of North Carolina. I am very glad to know it.

Mr. MANN. Much of this land is not touched by the roads at all.

Mr. PAGE of North Carolina. That is true.

Mr. MANN. The gentleman is talking about what he saw from the roads, and there are no roads near this land.

Mr. PAGE of North Carolina. I was about to say that removed from these driveways at some inaccessible spot in the park there may be cultivated land. There may be corn growing within the park, for all I know, but it has not come within my observation.

Mr. CLINE. Mr. Chairman, will the gentleman yield?

Mr. PAGE of North Carolina. Yes.

Mr. CLINE. Does the land lying right north of the reservoir belong in Rock Creek Park proper at the present time?

Mr. PAGE of North Carolina. No. There is quite a large section of land there that is in private holding, just north of the reservoir; and, by the way, there has been a very insistent demand on the part of certain people in the city of Washington for the extension of Sixteenth Street to what is known as the Military Road, this insistence coming because of the fact that it does pass through private property which the gentlemen who own it desire very greatly to be developed, and it is not for the purpose of getting another road into the park, because there is certainly no lack of roads now leading into Rock Creek Park. But, Mr. Chairman, it was not along this line that I desired to make an observation. The gentleman from Texas [Mr. SLAYDEN], in reply to an inquiry I directed to the gentleman from Massachusetts [Mr. THACHER] when he had the floor, as to the cost that was going to be involved to the Government in this matter, quoted from a letter or statement made by the former Assistant Secretary of Agriculture, Dr. Galloway, that did not give very much information. It was a mere statement that, in the opinion of that gentleman, there would be no necessity for an increase in the appropriation over the present appropriations for the maintenance of the present Botanic Garden.

Why, Mr. Chairman, I venture the assertion, without going to the extent of my friend from Georgia [Mr. HOWARD] as to the probable cost that will be involved and for which the Government will be called on to pay in connection with this enterprise providing this bill passes, that the \$30,000 annual appropriation will look like 30 cents in comparison with the amount that will be asked for the enlargement, improvement, and maintenance of this proposed park in Rock Creek Park. Four hundred acres are to be made into a garden; houses are to be built for the superintendent on the grounds, with mains laid for water works for water necessary for the culture and propagation of these plants, rare and otherwise, for the building of houses for the help that would be employed in maintenance, for the clearing of the ground, for walks and driveways through this cultivated spot now not reached by drives and walk ways. Mr. Chairman and gentlemen of this committee, if this bill becomes a law authorizing the establishment of this garden in Rock Creek Park, with authority to the Agricultural Department to take over 400 acres for this purpose, the cost of maintenance, to say nothing of the cost of preparation to make this garden, I say within five years we will be extremely lucky if it costs less than \$100,000 a year to maintain it.

Mr. WEBB. Mr. Chairman, will the gentleman yield for a question at that point?

Mr. PAGE of North Carolina. I will yield.

Mr. WEBB. I remember two or three years ago a very insistent and persistent effort was made here to sell the Government some more land for Rock Creek Park. It was then made to appear the park was not big enough, that we needed more land for that purpose. Now, as a member of the Committee on Appropriations and as a gentleman who knows the ins and outs

of these sales, does not the gentleman think that if we donate 400 acres off this small park it will not be but a year or two until a pry will be put under Congress and the demand made that as they have lost 400 acres of this beautiful park they ought to have 400 acres to add to it in order to make up as much as it is now?

Mr. PAGE of North Carolina. I have no doubt in the world the people who have land adjacent to the park will seize upon any opportunity to find a market for the land, the purchaser being the Government. They are not particularly anxious to sell to anybody else. To those who are familiar with the location and situation there are hundreds of acres of land in private holdings just west of Rock Creek Park. You can to-day go along the driveway leading from about 200 yards north of Pierce's Mill, on the road that goes out to the circle at Chevy Chase, and within a quarter of a mile or less, where you go out of the present Rock Creek Park, and for nearly 2 miles or more than 2 miles you go through wooded land and on every tenth tree, almost, you will find a sign of some real-estate firm in the city saying that that particular place is for sale. There is no particular inducement for getting home builders to go there. Those people, in my judgment, are not particularly anxious to sell in this locality to those who will improve it as home builders, but it is being held in the hope that some incident will occur by which they can make a market with the Government for the enlargement of Rock Creek Park and thereby obtain a very much better price for this land.

Mr. MADDEN. Will the gentleman yield?

Mr. PAGE of North Carolina. With pleasure.

Mr. MADDEN. If it is the case that they have a number of real-estate signs on every tenth tree—

Mr. PAGE of North Carolina. If the gentleman will allow me to modify that, because the trees are rather thick, I will state at every turn of the road.

Mr. MADDEN. Suppose there is one every fiftieth tree, I do not know that they are very anxious to sell their land; but is there any justification for stating that they have no desire to sell it in view of the fact they are advertising it for sale?

Mr. PAGE of North Carolina. I will say to the gentleman it costs very little to have a real-estate sign with the name of the real-estate dealer and "for sale" printed on it, and nail it up on a tree, and it has certain advertising value for people who pass along the road. I do not think there has been any serious effort to sell land in this locality.

Mr. MADDEN. I am frank to say I do not know anything about it, but if the gentleman will allow me to make a statement for just a minute, I would like to say that in Chicago we found we did not have parks enough to meet the needs and saw the necessity for more parks. So the city and its people joined as one man for the purpose of inaugurating a plan of making more parks, and to do that they were obliged to buy blocks of houses and tear them down in the most thickly populated part of the city, and that has been done all over the city, and done because in the early history of the city people did not see the necessity for parks for breathing spaces. And it may be that situation will develop here.

Mr. PAGE of North Carolina. Does the gentleman suppose that will develop in the city of Washington?

Mr. MADDEN. I hope so.

Mr. PAGE of North Carolina. That we will have to buy houses and tear them down to establish parks?

Mr. MADDEN. I hope we will have sense enough to establish the parks before that situation arises.

Mr. PAGE of North Carolina. I think that certainly in the city of Washington there can be no complaint along that line, but the complaint comes that in one or two instances we have made large appropriations to buy houses and tear them down to make parks even in Washington, the insistent demand here being so great as to go beyond the necessity from the definition of most of us, at least, as to what the necessities are.

Now, Mr. Chairman, I know that there is an insistent demand, of course, from certain interests and people in the District of Columbia for the establishment of this garden within the District and within the city. Naturally enough it is an additional attraction to the city of Washington and to the District of Columbia, without even the participation of the taxpayers of this District to the extent of one-half of its cost. It is one of those things that the Government is going to do wholly, as we do a great many other things within the District of Columbia, and some of them we should do. I see no reason why we should be confined to the District of Columbia for the establishment of this garden. I think there is a great deal in the suggestion that has been made by the gentleman from Kansas [Mr. CAMPBELL] in connection with the farm of the Agricultural Department, and now under their supervision and

improvement, lying just across the river in Virginia. In my judgment, it is a very much more suitable place for the establishment of a garden for the propagation of plants, and even trees, than is this plot that has been suggested in Rock Creek Park. I have some sympathy with the suggestion that has been made by other gentlemen as to the suitability of that piece of land now owned by the Government, that has not been improved except by the building of a road on one side of it. Much of the land lying east of the railroad, to the east of Potomac Park, down the river on the point, has been cultivated during recent years. It seems to me that would be a vastly better place for the establishment of this garden and for the growth not only of plants, but trees, than the one selected in this bill, in the northern end of Rock Creek Park. I even agree with the suggestion made by the gentleman from Florida [Mr. CLARK], to select reservation No. 13, in this section of the city, and known as the "old workhouse plot," and now occupied by the Washington Asylum and Jail, and evidently not to be occupied by that institution for a great while in the future, where the Government already owns a beautiful plot of land within easy reach of the population of the city, bordering upon the Eastern Branch, the Anacostia River, that is now being reclaimed and improved—the parking system of the city itself—and it seems to me that either one of these particular places would involve vastly less cost to the Government in the establishment of this garden, as well as placing it in a better location than that in Rock Creek Park, without creating the demand on the part of certain people that Rock Creek Park immediately be enlarged to the extent that we have detracted from it by taking this 400 acres.

Mr. Chairman, I have confidence in the gentlemen who have reported this bill to the House, the gentlemen composing the Committee on the Library, but I doubt very seriously whether these gentlemen have given this matter the careful consideration that it should have received in reporting their conclusions to this House. I think if they would take more time, if they would, in the light of the discussion that has taken place here to-day, some of it illuminating and some not, pursue this subject further, they themselves might come to the conclusion that it was not wise to authorize the Agricultural Department to take over 400 acres of Rock Creek Park for the purposes indicated in this bill. I shall oppose the bill when it comes to a final vote, because I do not believe that this is the place for the establishment of this garden. I think that there are better places, places that can be improved and out of which we can get all the benefits that would come from this location by the expenditure of vastly less money than it will require in the location indicated in this bill, and in a place that will not detract and take from the advantages that now exist because of this park known as Rock Creek Park.

Mr. STAFFORD. Mr. Chairman, will the gentleman yield?

Mr. PAGE of North Carolina. Yes; I yield to the gentleman from Wisconsin.

Mr. STAFFORD. Will the gentleman indicate in what respect the present uses of Rock Creek Park will be in any way diverted by utilizing it for the purpose of an arboretum or a botanic garden?

Mr. PAGE of North Carolina. To be frank with the gentleman, I do not think it will take from it or detract from the pleasure of it or the utility of it in the slightest degree; but my experience has led me to believe that it will result in an incessant demand that will come to fruition for the purchase of more land because it has been taken.

Mr. STAFFORD. Then, as I understand the gentleman's position, it is founded entirely upon fear?

Mr. PAGE of North Carolina. No, sir; it is not founded upon fear, but it is founded upon the actual happenings of the past. The gentleman has been a Member of Congress long enough to know that there are incessant demands that come in here, occasioned by a small excuse.

Mr. STAFFORD. Well, if the gentleman admits that the uses of the park will not be in any way impaired, I can not understand how the appropriation of land for this purpose will be any warrant or argument for acquiring additional land. It is merely appropriating that which we have.

Mr. PAGE of North Carolina. That is the gentleman's guess for the future, and I have made my guess; that is all. Neither of us is a seer or a prophet.

Mr. BALTZ. Mr. Chairman, will the gentleman yield?

The CHAIRMAN. Does the gentleman from North Carolina yield to the gentleman from Illinois?

Mr. PAGE of North Carolina. Yes; I yield to the gentleman.

Mr. BALTZ. I think great care should be exercised in selecting a site for the Botanic Garden. Since I have been a Member

of Congress I have been out in that territory and have gone over it, and I must confess that I did not find any soil thereabouts that is fertile enough to raise flowers and trees.

Mr. PAGE of North Carolina. The observation by the gentleman from Illinois is no doubt correct. I make no pretense about being either a farmer or a horticulturist, but it seems to me—

Mr. COOPER. Mr. Chairman, will the gentleman yield for an interruption?

The CHAIRMAN. Does the gentleman from North Carolina yield to the gentleman from Wisconsin?

Mr. PAGE of North Carolina. I yield.

Mr. COOPER. Does the gentleman think that the statement made by the gentleman from Illinois [Mr. BALTZ] can weigh against that of the famous expert, not only a national expert but a world-wide expert, Dr. Galloway, who says that the soil of this 400-acre tract is especially adapted for the purposes of an arboretum or botanic garden?

Mr. PAGE of North Carolina. The gentleman has called upon me to pass upon the judgment of Dr. Galloway and my colleague from Illinois, who is a practical farmer, and I will take the judgment of the practical farmer.

Mr. STAFFORD. Will the gentleman yield again?

Mr. PAGE of North Carolina. Yes.

Mr. STAFFORD. Will the gentleman take the judgment of the gentleman from Illinois as contrasted with the actual facts, when we all know that trees do grow out there?

Mr. PAGE of North Carolina. I said flowers.

Mr. STAFFORD. And flowers.

Mr. DONOVAN. Mr. Chairman, I make the point of no quorum.

The CHAIRMAN. The gentleman from Connecticut [Mr. DONOVAN] makes the point of no quorum.

Mr. PAGE of North Carolina. Mr. Chairman, a parliamentary inquiry.

The CHAIRMAN. The gentleman will state it.

Mr. PAGE of North Carolina. If the gentleman insists upon his point, and that results in an adjournment of the House, will I have the floor on next Calendar Wednesday when this bill is called up?

The CHAIRMAN. The present occupant of the chair does not know whether or not he will be in the chair at that time.

Mr. PAGE of North Carolina. Have I not the right to continue?

The CHAIRMAN. The Chair will determine then, when the question comes up for determination.

Mr. STAFFORD. Mr. Chairman, a question of order.

The CHAIRMAN. The gentleman will state it.

Mr. STAFFORD. A Member of the House can not take a gentleman off his feet when he has the floor by raising the question of a point of order.

The CHAIRMAN. The Chair is inclined to think that the point of no quorum is in order at any time. If it were a parliamentary inquiry he could not take him off the floor with it.

Mr. PAGE of North Carolina. Mr. Chairman, how much time have I remaining?

The CHAIRMAN. The gentleman has 13 minutes remaining.

Mr. PAGE of North Carolina. I reserve the balance of my time.

Mr. SLAYDEN. Mr. Chairman, I move that the committee do now rise.

The motion was agreed to.

Accordingly the committee rose; and the Speaker having resumed the chair, Mr. JOHNSON of Kentucky, Chairman of the Committee of the Whole House on the state of the Union, reported that that committee had had under consideration the bill (H. R. 12796) to provide for the removal of the Botanic Garden to Rock Creek Park and for its transfer to the control of the Department of Agriculture, and had come to no resolution thereon.

ADJOURNMENT.

Mr. SLAYDEN. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 5 o'clock and 15 minutes p. m.) the House adjourned, under the order previously made, until to-morrow, Thursday, August 6, 1914, at 11 o'clock a. m.

REPORTS OF COMMITTEES ON PUBLIC BILLS AND RESOLUTIONS.

Under clause 2 of Rule XIII, bills and resolutions were severally reported from committees, delivered to the Clerk, and referred to the several calendars therein named, as follows:

Mr. CARAWAY, from the Committee on the District of Columbia, to which was referred the bill (H. R. 17857) to provide

for appointment to places under the government of the District of Columbia, and for other purposes, reported the same with amendment, accompanied by a report (No. 1070), which said bill and report were referred to the House Calendar.

Mr. FLOYD of Arkansas, from the Committee on the Judiciary, to which was referred the bill (H. R. 13041) providing for the establishment of a term of the district court for the eastern district of North Carolina at Wilson, N. C., reported the same with amendment, accompanied by a report (No. 1071), which said bill and report were referred to the House Calendar.

Mr. CARAWAY, from the Committee on the District of Columbia, to which was referred the bill (H. R. 17826) to amend an act entitled "An act providing a permanent form of government for the District of Columbia," reported the same without amendment, accompanied by a report (No. 1072), which said bill and report were referred to the House Calendar.

Mr. TAYLOR of Colorado, from the Committee on the Public Lands, to which was referred the bill (H. R. 17263) to reserve certain lands, to incorporate the same, and make them a part of the Uncompahgre National Forest in Colorado, reported the same with amendment, accompanied by a report (No. 1073), which said bill and report were referred to the Committee of the Whole House on the state of the Union.

REPORTS OF COMMITTEES ON PRIVATE BILLS AND RESOLUTIONS.

Under clause 2 of Rule XIII,

Mr. GREGG, from the Committee on War Claims, to which was referred the bill (S. 544) for the relief of the Virginia Military Institute, of Lexington, Va., reported the same without amendment, accompanied by a report (No. 1074), which said bill and report were referred to the Private Calendar.

PUBLIC BILLS, RESOLUTIONS, AND MEMORIALS.

Under clause 3 of Rule XXII, bills, resolutions, and memorials were introduced and severally referred as follows:

By Mr. AIKEN: A bill (H. R. 18252) regulating the salary of letter carriers of the Rural Delivery Service; to the Committee on the Post Office and Post Roads.

By Mr. ROTHERMEL: Joint resolution (H. J. Res. 316) to transfer to the custody and possession of the Attorney General sealskins; to the Committee on Ways and Means.

By Mr. FOWLER: Joint resolution (H. J. Res. 317) to remit certain penalties against certain insurance companies for a failure to make returns on incomes on or before March 1, 1914, as provided by an act entitled "An act to reduce tariff duties and to provide revenue for the Government, and for other purposes," approved October 3, 1913; to the Committee on Ways and Means.

PRIVATE BILLS AND RESOLUTIONS.

Under clause 1 of Rule XXII, private bills and resolutions were introduced and severally referred as follows:

By Mr. ALLEN: A bill (H. R. 18238) granting a pension to Isabella Bedgood; to the Committee on Invalid Pensions.

By Mr. CARY: A bill (H. R. 18239) granting a pension to Vernon D. Bennett; to the Committee on Pensions.

By Mr. GILMORE: A bill (H. R. 18240) granting a pension to James P. Kennedy; to the Committee on Pensions.

By Mr. GODWIN of North Carolina: A bill (H. R. 18241) for the relief of Thomas S. Lutterloh; to the Committee on War Claims.

Also, a bill (H. R. 18242) for the relief of the Cape Fear & People's Steamboat Co.; to the Committee on War Claims.

By Mr. HULL: A bill (H. R. 18243) granting an increase of pension to Pleasant McKinney; to the Committee on Invalid Pensions.

By Mr. MCGILLICUDDY: A bill (H. R. 18244) granting an increase of pension to George Dulac; to the Committee on Invalid Pensions.

Also, a bill (H. R. 18245) granting an increase of pension to Susan W. King; to the Committee on Invalid Pensions.

Also, a bill (H. R. 18246) granting an increase of pension to Albion K. P. Marston; to the Committee on Invalid Pensions.

By Mr. PATTON of Pennsylvania: A bill (H. R. 18247) to remove the charge of desertion from the military record of Daniel Kennedy; to the Committee on Military Affairs.

By Mr. ROTHERMEL: A bill (H. R. 18248) granting an increase of pension to Henry Doll; to the Committee on Invalid Pensions.

By Mr. SELDOMRIDGE. A bill (H. R. 18249) granting an increase of pension to William Munsell; to the Committee on Invalid Pensions.

By Mr. SMITH of Minnesota: A bill (H. R. 18250) granting an increase of pension to Mathias Logelin; to the Committee on Invalid Pensions.

By Mr. TAGGART: A bill (H. R. 18251) granting a pension to Alfred E. Schuster, alias Alfred E. Raymond; to the Committee on Invalid Pensions.

PETITIONS, ETC.

Under clause 1 of Rule XXII, petitions and papers were laid on the Clerk's desk and referred as follows:

By the SPEAKER (by request): Resolutions of certain commercial organizations of Oregon, Washington, and Idaho, urging the passage of the rivers and harbors bill; to the Committee on Rivers and Harbors.

Also (by request), petitions signed by certain citizens of Connecticut, urging the passage of the Hobson prohibition amendment; to the Committee on Rules.

By Mr. ASHBROOK: Petitions of 152 citizens of Wooster College, Wooster, Ohio, favoring House joint resolution 282, to investigate claims of Dr. F. A. Cook to have discovered the North Pole; to the Committee on Naval Affairs.

By Mr. BAILEY: Petition of Woman's Home Missionary Society of the Methodist Episcopal Church, Bedford, Pa., against H. R. 16804; to the Committee on the District of Columbia.

By Mr. BELL of California: Petition of members of the James A. Garfield Circle, No. 55, of the Grand Army of the Republic, Department of California and Nevada; to the Committee on the Judiciary.

Also, petition of 200 people of the Boyle Heights Christian Church and 200 people of University Christian Church, Los Angeles, Cal., favoring national prohibition; to the Committee on Rules.

By Mr. CRAMTON: Protests of Frank Pretty and 60 other citizens, against any legislation affecting the sale of household remedies, etc., by wagon; to the Committee on Interstate and Foreign Commerce.

Also, petitions of D. R. & I. Brown and 14 other business houses, of Deckerville; J. D. Clark and 7 other business houses, of Elkton; Bad Axe Lumber Co. and 9 other business houses, of Bad Axe; the Millethaler Co. and 11 other business houses, of Harbor Beach; the Wahla Mercantile Co. and 9 other business houses, of Minden City; F. E. Kelly and 9 other business houses, of Sandusky; Knox Dry Goods Co. and 26 other business houses, of Port Huron; Recor & Smith and 16 other business houses, of St. Clair; Blood & Hart and 10 other business houses, of Marine City; Chris Schlosser estate and 4 other business concerns, of New Baltimore; J. D. Crosby & Son and 6 other business concerns, of Cass City; P. L. Graham and 10 other business houses, of Crosswell; C. M. Livingston and 4 other business concerns, of Owendale; Vaughan & Clark and 7 other business concerns, of Gagetown; C. A. Stockmyer and 3 other business houses, of Caseville; John Kuhn & Co. and 20 other business concerns, of Mount Clemens; Reid & McCabe and 3 other business concerns, of Emmett; Charles F. Walker and 4 other business concerns, of Dryden; Ira H. Hubbell and 5 other business concerns, of Applegate; F. L. Chubb and 4 other business concerns, of Berville; William Will and 8 other business concerns, of New Haven; the Neddemeyer Co. and 10 other business concerns, of Richmond; the Palms Hardware Co. and 1 other business concern, of Palms; Frank A. Brown and 8 other business concerns, of Uby; George B. Dewar and 5 other business concerns, of Kinde; James Cartwright and 4 other business concerns, of Port Austin; A. L. Bruce and 3 other business concerns, of Deford; I. L. Berman and 5 other business concerns, of Kingston; L. H. Willson and 5 other business concerns, of Clifford, all in the seventh congressional district of Michigan, asking the passage of House bill 5308, to compel mail-order houses to contribute to the development of the local community, county, and State; to the Committee on Ways and Means.

Also, protests of Moritz Meiers and 10 other citizens of Mount Clemens, Mich., against the adoption of the Hobson resolution, submitting the question of national prohibition to the legislatures of various States; to the Committee on Rules.

Also, resolutions of the Michigan State Association of Post Office Clerks, in support of House bill 15222, for compensation of civil-service employees injured in the course of duty; to the Committee on the Judiciary.

Also, protests of Thomas Hyslop, of Millington; A. T. Kerr, of Vassar; W. C. Blair, of Lapeer; and Irwin W. Lennox, W. H. Reid, and Mrs. F. E. Crippen, against the proposed Lane amendment to House bill 6282, relative to sale of narcotics; to the Committee on Ways and Means.

By Mr. DERSHEM: Petitions of 2,800 citizens of Waynesboro and 174 citizens of Yeagertown, Pa., favoring national prohibition; to the Committee on Rules.

By Mr. FITZGERALD: Petitions of Brooklyn Deaconess Home of the Methodist Episcopal Church, Brooklyn; Christian Endeavor Union and sundry citizens of Brooklyn; and 34 citizens of the State of New York, favoring national prohibition; to the Committee on Rules.

Also, memorial of board of trustees of the Western Society of Engineers, of Chicago, Ill., protesting against House bill 13457, relative to United States geographical surveys; to the Committee on Expenditures in the Interior Department.

Also, memorial of United German Societies of the District of Columbia, favoring opening of the Washington Monument on Sundays and holidays; to the Committee on Public Buildings and Grounds.

Also, memorial of General Post Office Letter Carriers' Mutual Benefit Association of New York, protesting against section 6 of House bill 12928; to the Committee on the Post Office and Post Roads.

By Mr. GILL: Petitions of sundry citizens of St. Louis, Mo., protesting against national prohibition; to the Committee on Rules.

By Mr. GREGG: Papers to accompany Senate bill 544, a bill for the relief of the Virginia Military Institute, of Lexington, Va.; to the Committee on Claims.

By Mr. HAMILTON of New York: Petitions of Pomona Grange, of Randolph, and citizens of Jamestown, N. Y., favoring national prohibition; to the Committee on Rules.

By Mr. JOHNSON of Washington: Petition of sundry citizens of Seattle, Wash., favoring national prohibition; to the Committee on Rules.

Also, memorial of Willapa Harbor Trades and Labor Council, of Raymond, and sundry citizens of Tacoma, Wash., protesting against national prohibition; to the Committee on Rules.

By Mr. KONOP: Petitions of Emil Pots and others of the State of Wisconsin, protesting against national prohibition; to the Committee on Rules.

By Mr. O'SHAUNESSY: Petition of citizens of the State of Rhode Island, favoring the Bristow-Mondell resolution enfranchising women; to the Committee on the Judiciary.

By Mr. PATTON of Pennsylvania: Petition of voting citizens of Irvona Borough, Clearfield County, Pa., favoring national prohibition; to the Committee on Rules.

By Mr. REILLY of Connecticut: Petition of the First Baptist Church of New Haven and sundry citizens of the State of Connecticut, favoring national prohibition; to the Committee on Rules.

By Mr. ROTHERMEL: Papers to accompany bill granting pension to Henry Doll; to the Committee on Invalid Pensions.

By Mr. SELDOMRIDGE: Petition of sundry citizens of Weldona and Las Animas, Colo., favoring national prohibition; to the Committee on Rules.

By Mr. UNDERHILL: Petition of citizens of Elmira, N. Y., favoring national prohibition; to the Committee on Rules.

SENATE.

THURSDAY, August 6, 1914.

The Senate met at 11 o'clock a. m.

Rev. J. L. Kibler, D. D., of the city of Washington, offered the following prayer:

Our heavenly Father, we look to Thee as the source of all wisdom and holiness and power. We humble ourselves under Thy mighty hand, and commit ourselves to Thy divine leadings. May we discharge all our obligations in the light of Thy perfect law. We pray for our rulers; and may the angels of mercy hover over the home where dwells our Chief Magistrate. May Thy kind Providence dispel the gloom that has entered there, and be present in healing strength and restorative power. We ask it in the name of Jesus our dear Savior. Amen.

The Secretary proceeded to read the Journal of yesterday's proceedings, when, on request of Mr. BRANDEGEE and by unanimous consent, the further reading was dispensed with and the Journal was approved.

SENATOR ELIHU ROOT.

Mr. BRANDEGEE. Mr. President, I send to the desk a tribute from a great Democratic daily newspaper to a great Republican Senator, the senior Senator from New York [Mr. Root], and I ask unanimous consent that the Secretary may read it.

The VICE PRESIDENT. Is there objection? The Chair hears none.

Mr. O'GORMAN. I did not hear the request.

Mr. BRANDEGEE. I have asked unanimous consent that the Secretary may read to the Senate the tribute of a great Democratic daily newspaper to a great Republican Senator, the colleague of the Senator from New York.